

A PUBLICATION OF THE IVES TRAIN SOCIETY

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IVES TRACKS

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The "OLD PHILADELPHIA SERIES"



Two IVES steam locomotives work the yards at the Midvale Steel Plant in 1890 in the Nicetown section of Philadelphia..

The Story on Page 2

OPS #3
2018

Proud to be an IVES Engineer

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

When electric engines were first introduced for use on America's rail roads, they represented a revolution in transportation. The traditional steam engine was rapidly becoming obsolete, with its huge demands for water and fuel, not to mention the pollution they caused. Being an engineer on a steam engine, although somewhat romantic, was strenuous, dirty work; hardly a "white-glove job."

But, when electric engines were developed in the early 1900s, operating one of these was considered a "white glove" job because of the relative ease of operation and lack of personnel involvement. There was little danger of overheating, with overheating being a significant problem with their steam counterparts, and they were much quieter and more efficient.

So for anyone aspiring to become a train engineer, the new electrics soon became the target of affection. The Ives Manufacturing Corporation wasted no time in producing wonderful toy versions of these real-life electric behemoths. Different railroads used different types and styles of electric locomotives, depending upon the application.

In 1924 Ives chose the New Haven box-cab electrics as the prototype for their smallest of the Wide Gauge electrics. They came with a hand-reverse (3235), or with an automatic-reverse (3235R), and various trimmings, such as a bell, nickel-steel flag holders, a whistle, and either one or two brass pantographs. But, unlike the real-life prototypes used on the New Haven railroad, Ives chose to install only one headlight on its 3235 series electrics. They had a stamped-steel body mounted on a cast-iron frame, as with the larger 3241, 3242 and 3243s.

Today, they remain the most common of the Ives electrics, and many can still be found in good operating condition, since they were installed with high-quality electric motors. The front cover illustration shows an engineer proudly waving from the forward platform of his Ives 3235 Electric Locomotive. Behind it is a rake of No.171, No.172, and 173 passenger cars.

Any boy would have been proud to be an engineer on one of these fine electrics, and finding a set under the tree on Christmas morning opened up a wonderful new world for his young imagination.

President's Column

by: Don Lewis

Dear Society Member,

I trust that this finds everyone healthy and thriving. When I wrote the President's column for March 2020 I made the statement that York was just around the corner. As we all know that didn't happen as well as October 2020 and now April 2021. Although this is frustrating, and we surely miss seeing our friends, our safety should be foremost. As it stands now it appears that York will be held in October 2021. We look forward to seeing you then. Thanks to everyone who contributed photos of their IVES holiday displays. All of our members enjoy seeing how their peers pushed the allotted space envelope in designing their own holiday layouts. We all know January 23rd, 2021 was a day of infamy in the Ives collecting world. Randy Berger's "Ives collection plus" was sold at auction. Many Ives collectors were able to take a new treasure home and now make a piece of Randy's collection part of their collection. Randy is smiling. No need to mention the auction results as everyone is aware of what took place. Not only was Randy's sale that day, but a portion of Red Chapman's Ives were sold at a different venue. Simply put, the prices were robust, and from what I saw train collecting is alive and healthy. December 2020 was another great issue of Ties. Again, our dedicated members contributed outstanding articles. Thank you to all of our contributors. I want to thank you John Basile for pulling it all together. We continue to have the same commitment to our TRACKS publication. You'll see with this issue, Marty Fasack, our TRACKS editor, has again found some quality articles to share. The quality of all our publications depends on our members. You're doing a great job, so keep up the good work. The Society continues to maintain a healthy membership of around 250. We attribute that retention to our quality publications and our York meetings, where the show and tell format enables attending members to view rare and unusual IVES trains and paperwork. The level of member participation is the key to our success. Also, we discuss nothing but Ives! We know that Ives trains will always remain collectible as evidenced by the recent auction activity. Hopefully by the June issue of TRACKS we will have the Society's York information to share with you.

Please stay safe, Don

Comments by Dave McEntarfer:

A while back Dave Bashline posted a picture of his Ives early 4 wheel stock car which he was rightly proud of as it's a very rare car and he stated that one day he hoped to complete the set of all the early 4 wheel freight cars made by Ives. Well this is what he has to look forward to.



Left: These are just 3 variations of the early caboose. There are numerous combinations of what you see here, The one in front is probably the earliest (1905) The one in the upper right is probably the latest here (1909). Note the plain cupola and the different litho to the windows.



Left: The gondola was the only 4 wheel freight car Ives made prior to 1908 and exists in numerous variations. The upper left with the wood litho is the latest of the group probably around 1908, the other 3 pre-1908.



Above: The very first 1901-02 Gondola was hand painted and striped. This one isn't mine (too lazy to dig it out), but mine is the same except the frame is painted green. There is also a red version.



Right: These are floor train versions of the gondola, earliest on top is probably 1908, later ones through 1912 in red, cream and gray.



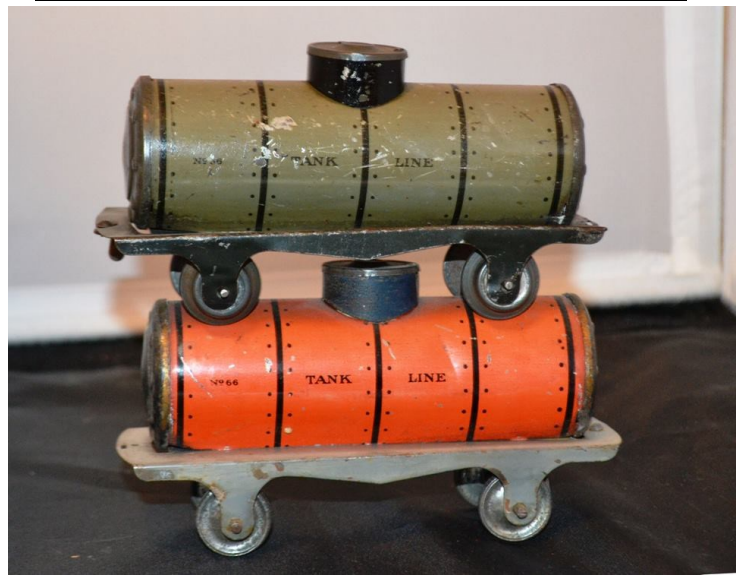
Above: The early stock cars 1908 on the bottom 1909-10 on top, note both have brake wheels.



Above: The early box cars, 1908 on the bottom, 1909-10 on the top.



Above: Early tank cars, 1908 version on top, 1909-10 on the bottom.



Above: Floor train versions of the tank cars, The one on top has track wheels which Ives did at times.



Left: These are the rest of the Floor train versions of the 4 wheel freights, stock car, box car and caboose. The stock also exists in gray, the box car also in red and a cream, the caboose also exists in red.



Left and Above: Additional specimens from the Don Lewis Collection

Comments by Dave McEntarfer: Previously put up the 60 series early freight cars, but I think the smaller 50 series are even harder to find.



Left: These are the various gondolas which are the easiest to find in that they were first cataloged in 1901. The two right bottom are the hand painted versions from 1901-03. Left bottom is a horizontal striped butterscotch gondola. 2nd row circa 1904-07 would be cherry striped, red/white striped and blue/white striped lithographs. Top left is a later 1908? red/white striped with a full frame, probably to match the box and stock car new that year. Top right is a rare wood litho 154 floor version



Left: The stock and box car were not sold until 1908, probably to compete with AMRR freights. They used Brooklyn baggage bodies and striped wagon top roofs, Later versions had solid green roofs. The top row are the floor train versions, 153 box, 154 gondola and 155 stock. Ives completely retooled somewhere around 1911-12 and used a much thinner tin, so thin that when picked up by kids the metal bent and the roofs fell off, they were also probably crushed in storage why few of them exist today.



Left: This is the caboose that was added to the floor train line in 1910, It only came in the cheapest set and like the others made of the very fragile metal they're easy to crush. This one has the wrong roof but is the only surviving example I know of.



Right: Comparison of the early stock with the later one used on floor toy sets. Ives retooled, the later one is two pieces that are soldered together, the early one is a single piece that is bent and soldered at one of the corners.



Above: This is the retooled version of the gondola, this lithograph was only used on the floor version with the 154 number. I've only seen two of these and the other one was crushed.

Comments by Dave McEntarfer:

Most collectors are familiar with the Ives wide gauge copper and nickel Prosperity Special, but even harder to find is the 0 gauge version which was cataloged under the name Major HOD Seagrave Special Deluxe. Only available in 1929, it sold for \$50, a lot of money for an 0 gauge set. Chances are that if you could afford \$50 for a train set back in 1929, you could probably afford \$100 and get the big Standard Gauge version. Probably for that reason this set is much rarer than the big Prosperity Special. I'm aware of about 6 complete sets that have survived.



Above: Yes I have two tenders displayed with the set, found an extra one some years ago, back in the 70s I once had just the engine with no tender. I figure that one has to surface sometime and when it does I have the tender.



Above: 1122 copper plated with nickel trim.



Above: The cars were regular 140 series cars from 1929 that were copper plated with a nickel plated roof, vestibule, trucks and steps.



Left: I'm a little early for tail-end Thursday but here is The End.

Comments by Dave McEntarfer:

Another example of Ives using up old stock with new in 1931. This is set 1609 which was cataloged with a 1663 engine, but the very first examples of this set used up leftover 1122s from the previous year but substituted a Lionel tender to couple with the newer Ives (Lionel) 610 series cars. The majority of these came with a black 1122, but this example used a red 1122 with a red 1663t tender. The tender is really what verifies this set and I've only seen a couple of these.

Right: Set 1609 with the red Ives 1122 and red Lionel 1663t tender. The red engine is no different than those used in the 1930 Black Diamond sets.



Above: Close up of engine and tender in Cardinal Red



Above: One of the 610 cars that have Ives Decals applied over the Lionel rubber stamping.

IVES TOYS SINCE 1868 MAKE HAPPY BOYS

IVES "O" GAUGE ELECTRIC TRAINS

No. 1609E—Same as 1609 but with automatic reverse with control switch No. 1894. \$20.00
This train can be started, stopped, reversed and operated at any distance from the track.

No. 1610E—Same as 1610 but with electric automatic reverse with control switch No. 1894. \$20.00
This train can be started, stopped, reversed and operated at any distance from the track.

No. 1810—6" electric type locomotive, brass trim. . . \$17.75

No. 1651—Electric N.Y.-N.H. & H. type locomotive, 8 3/4" long, electric headlight, brass trim. \$37.75

No. 1609—1 1663 steam type locomotive, 8 wheels, 10" long, die cast, optical lens headlight, brass and copper trim, hand reverse.
1 tender with coal, 8 wheels, 6" long—1663T.

No. 1610—1 1663 steam type locomotive, 8 wheels, 10" long, die cast, optical lens headlight, brass and copper trim, hand reverse.
1 tender with coal 6" long, 8 wheels—1663T.
1 gondola car 8" long, 8 wheels, copper trim—1677.
1 box car 8" long, 8 wheels, copper trim, sliding doors—1679.

2 610 illuminated pullman car 8 3/4" long, 8 wheels.
1 612 observation car, 8 3/4" long, 8 wheels.
8 pcs. 8 circle track OC.
4 pcs. straight track OS.
Terminal clip OTC wires, tunnel box packing...\$16.50

1 cattle car 8" long, 8 wheels, copper trim, sliding doors—1678.
1 caboose, 8" long, 8 wheels—1682.
8 pcs. 8 circle track OC.
4 pcs. straight track OS.
Terminal clip OTC wires.
Tunnel box packing. \$16.50

No. 1815—Steam type electric locomotive, 6 3/4" long, piston rods, brass and copper trim and tender. \$2.75

No. 257—Steam type locomotive, heavy stamped metal double action pistons, brass and copper trim, 6 wheels, 8" long and tender. \$9.00

No. 258—Steam type locomotive, heavy stamped metal double action pistons, brass and copper trim, 6 wheels, 8" long, hand reverse and tender. . \$10.50

No. 1663—Steam type locomotive, 8 wheels, 10" long, die cast, optical lens headlight, brass and copper trim, hand reverse and tender. . \$13.75

No. 1663E—Steam type locomotive, 8 wheels, 10" long, optical lens headlight, brass and copper trim, automatic reverse and tender. . . \$17.00

IVES LOCOMOTIVES FOR "O" GAUGE

Page Six

Left: Page from 1931 catalog showing the 1663 and the 2 sets that it sold in. Note that they have pictured an Ives 1122 as the engine, not the Lionel 262. Lionel did the exact same thing in Standard Gauge using leftover 1134s with Lionel tenders to pull the Ives decaled 400 series cars.

Right: This is a later 1609 set with the actual Lionel bodied 262 with Ives plates as motive power.



Below: Here's a set you won't exactly find in any catalog, it's actually set 1610 from 1931. It is an example of Lionel using up leftover Ives stock. It has the new 1663 locomotive which was actually a Lionel 262 but it doesn't have the Lionel tender (1663t) that normally comes with it but an old Ives die cast tender. This was done to couple with old stock Ives freight cars that were still left over from the previous year. I know this was the way the set was sold as I got it from the niece of the original owner up in Albany NY, who still had the bill of sale from Dec. 1931. This is the same lady that had the only known Ives Treasure Chest as shown in the 1930 catalog, but that's another story.

Below: Ives 1663 (Lionel 262) with an all Ives tender and three 1930 freight cars.



Close up of 1663 with the Ives die-cast tender. The 1663 is rare, but they also cataloged a 1663E and to the best of my knowledge no 1663Es exist at least not using the Lionel 262 body. Lionel didn't catalog the 262E until 1933 and I doubt they would have sold it under the Ives name in 1931 and not sold it in their own line.



Box car that came with the set. My good friend Les [Lester Morris](#) made a comment somewhere else about trying to collect the 6" cars with 4 wheels and doors. If you think that one is hard, try collecting the 9" herald cars with the Lionel frame and red roof.

Comments by Dave McEntarfer:

The first trolleys Ives produced were clockwork and consisted of the 6 1/2" No. 800 and the 5" No. 801. These were sold as sets that included track, trolley poles and overhead wires to connect the poles. Since the trolleys were totally mechanical the overheads were just for looks and had no functionality. The 800 set sold with 6 curved track sections, two straights and 8 trolley poles and wires. The 801 set sold with 6 curved sections and six trolley poles and wires.

Right: Very unusual 800 trolley using the body from an 810 electric trolley



800 trolley circa 1908



Above: Later No. 801 Trolley with Newark body circa 1911



Above: Another 801 Newark trolley with green base



Above: No. 801 Buffalo Trolley in White



Above: A pair of Newark trolleys but one on right uses a Washington body.



801 Buffalo trolley in Black

Comments by Dave McEntarfer:

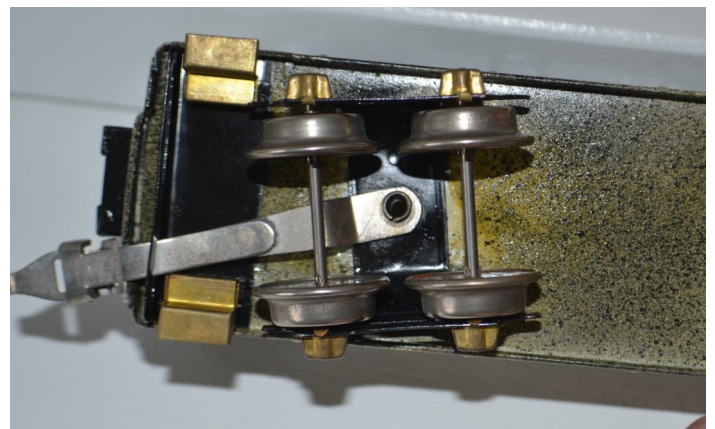
These are the two sets I own which prove the point that no matter how rare something is there are always variations. This paint scheme amounted to painting the piece a creme color and then spattering black paint over the creme. Depending on who was doing the spattering these pieces show up with age looking anywhere from dirty white to brown to an almost green color. Besides these two I'm only aware of 1 or 2 other engines and maybe a dozen miscellaneous cars that have survived with this paint scheme



This is one of the engines, it is a very early version with a steel pilot which was used until the die-cast ones came in, rumor has it the company wouldn't ship them to Ives until they paid for them.



Front end of engine showing the steel pilot. When I purchased this loco on eBay 20 years ago the owner claimed it was green, which from a distance it does look green.



Editor's note: Some of the pricing on this 1934 clearance of Ives/Lionel items was spectacular. As an example a 1734E set complete with locomotive and cars for \$16.50 was reduced more than half from its original \$35.00 pricing.

LIONEL ENGINEERS' SALE

AT LIONEL SHOWROOMS - 15 EAST 26th STREET, NEW YORK
ALL DAY SATURDAY FEB. 10, 1934 AND THROUGHOUT THE FOLLOWING WEEK

WAS \$1.35 Now 60¢
No. 1883—Electric Lamp
A variety of these are available in the showrooms.
#1 1/2 inch high.

WAS \$2.00 Now \$1.00
No. 307—Electric Semaphore
Usual type, with green and yellow arms.
#1 1/2 inch high.

WAS \$1.00 Now 35¢
No. 62 Semaphore—The semaphore arm has three discs—red, green and yellow. Arm is operated by lever near base. Framed steel standard is 8 1/2 inch high.

WAS \$1.00 Now 35¢
No. 333 and 333A Bell and Light Signal
This model, from a company with which we have worked in the past, has been completely redesigned. It is now a bell and light signal, with the bell ring mounted on a separate disc, and the light on a separate disc. This new design permits the bell and light to be used in any position. The bell and light are mounted on a separate disc, which can be turned to any position. The bell and light are mounted on a separate disc, which can be turned to any position.

WAS \$1.00 Now 35¢
No. 87—Flag and pole (20 in.) tall. Every five American boys will tell you that the American flag is the most important thing in the world. Colors and white stars, all set on a chrome and nickel.

WAS \$1.00 Now 35¢
No. 333 Bell and Light Signal
Same as No. 333A.

WAS \$1.00 Now 35¢
No. 78 Automatic Train Control For "Lionel Standard" Track.

only 27 left

We want to get rid of these accessories that have been discontinued from our regular line. We want to make way in our warehouses for the new production of 1934 trains and equipment. That's why the lowest prices ever made are being placed on these accessories. Because the prices have been so low, Lionel's usual guarantee and repair service is withdrawn on these items. Each sale is final—without return privileges. Mail Orders—Mail orders will be accepted but must include an additional 20c per item for Postage and Packing.

ALL STEEL BRIDGES
No other model railroad bridges approach Lionel for realism of construction and realism of appearance. They are all designed after famous bridges throughout the country. They are elaborately embossed and beautifully finished. In addition to the bridge illustrated, a bridge of any desired size may be constructed by adding extra spans. Your railroad system cannot be complete without a Lionel Bridge.

"LIONEL STANDARD" BRIDGES
No. 104 Span—For "Lionel Standard" Track. 14 inch long, 6 1/2 inch wide, 6 1/2 inch high. Complete with track.

No. 100 Approaches (two sections)—For "Lionel Standard" Track. Complete structure in 4 1/2 inch long, 6 1/2 inch wide, 6 1/2 inch high. Complete with track.

No. 101 Bridge (three sections)—For "Lionel Standard" Track. Complete structure in 4 1/2 inch long, 6 1/2 inch wide, 6 1/2 inch high. Complete with track.

No. 102 Bridge (four sections)—For "Lionel Standard" Track. Complete structure in 4 1/2 inch long, 6 1/2 inch wide, 6 1/2 inch high. Complete with track.

"O" GAUGE BRIDGES
No. 106 Span—For "O" Gauge Track. 19 1/2 inch long, 10 1/2 inch wide, 10 1/2 inch high. Complete with track.

No. 108 Bridge (three sections)—For "O" Gauge Track. Complete structure in 4 1/2 inch long, 10 1/2 inch wide, 10 1/2 inch high. Complete with track.

No. 109 Bridge (four sections)—Same in appearance as No. 108 Bridge. For "O" Gauge Track. Complete structure in 4 1/2 inch long, 10 1/2 inch wide, 10 1/2 inch high. Complete with track.

No. 104 Bridge (three sections)—For "O" Gauge Track. Complete structure in 4 1/2 inch long, 10 1/2 inch wide, 10 1/2 inch high. Complete with track.

No. 106 Bridge (four sections)—For "O" Gauge Track. Complete structure in 4 1/2 inch long, 10 1/2 inch wide, 10 1/2 inch high. Complete with track.

No. 108 Bridge (three sections)—For "O" Gauge Track. Complete structure in 4 1/2 inch long, 10 1/2 inch wide, 10 1/2 inch high. Complete with track.

No. 109 Bridge (four sections)—Same in appearance as No. 108 Bridge. For "O" Gauge Track. Complete structure in 4 1/2 inch long, 10 1/2 inch wide, 10 1/2 inch high. Complete with track.

Special Price ONLY \$16.50

WAS \$3.75 Now 95¢
No. 331—211 of Double Light Turret Signal. Many of the buildings here include these lights. The lights are mounted on a turret which can be turned to any position. The lights are mounted on a turret which can be turned to any position.

WAS \$1.10 Now 45¢
No. 332—Electric Semaphore
Usual type, with green and yellow arms.
#1 1/2 inch high.

WAS \$3.50 Now \$1.25
No. 330—Black Semaphore For "O" Gauge.
Same as No. 332.

WAS \$4.50 Now \$1.50
No. 333—Bell and Light Signal
Same as No. 333A.

WAS \$1.50 Now 35¢ Only 40 left
No. 78 Automatic Train Control For "Lionel Standard" Track.

WAS \$35.00

HOLDS TRACK RIGIDLY WITHOUT FASTENING — SILENCES OPERATION — RESEMBLES A REAL ROCK-BALLASTED ROADBED

No. 1734E—Standard Gauge electric type distant control Passenger Car. The crack electric type Passenger Car of the Standard Gauge line. It is an original new model fashioned after the most modern electric locomotives on the big roads. (For details of locomotive, see page 12.) Newly designed, streamline, illuminated cars mounted on two 6-wheel trucks. Car consists of No. 1734E electric type distant control locomotive with two electric headlights, No. 1760 illuminated Pullman Car, No. 1767 illuminated Observation Car, No. 1768 illuminated Observation Car, 8 sections "C" Curved Track, 5 sections "S" Straight Track, 1 No. 1894 control terminal, 1 S.C. "L" track.

Special Price ONLY \$16.50

WAS \$2.50 Now 85¢ ALL STEEL
No. 1561—A fine Tunnel for mechanical outfit made of strong composition and hard decaled. The length is 8 inches.

WAS \$85¢ Now 20¢
No. 118 Tunnel—For use with small size "O" Gauge. Track. Length 8 inches, width 3 1/2 inches, height 7 inches. Tunnel opening is 4 inches wide and 3 1/2 inches high.

WAS \$7.00 Now 189¢
No. 1889—100 Watt Transformer. A, C, only. 110-120 volts, 60 cycles. Delivers from 3 to 25 volts in one coil tap. Fixed voltage of 6-18-24 volts are obtainable.

WAS \$4.00 Now 1889
No. 1890—150 Watt Transformer. A, C, only. Similar to the above in all respects except for higher wattage.

WAS \$1.50 Now 35¢ Only 40 left
No. 78 Automatic Train Control For "Lionel Standard" Track.

REAL ROCK-BALLASTED ROADBED

Lionel's "Silent Track Bed" is the most important contribution in years to realism in miniature railroads. It is made of sponge rubber, with moulded edges to represent rock ballast. Lay your tracks on "Silent Track Bed" and your electric train layout will become a railroad system in miniature. Furthermore, the "Silent Track Bed" deadens the noise of a moving train and protects polished floors.

Sections of track bed are obtainable for straight and curved track, switches and crossings, in both gauges. Length of "Silent Track Bed" sections is equivalent to the length of a section of track.

No. 010 for "O" Gauge curved track. **Now 15¢** Price 25¢

No. 011 for "O" Gauge straight track. **Now 10¢** Price 25¢

No. 012 for "O" Gauge 90 degree crossing. **Now 15¢** Price 25¢

No. 013 for "O" Gauge 45 degree crossing. **Now 15¢** Price 25¢

No. 014 for "O" Gauge Switches. **Now 45¢** Price 75¢

No. 499 Illuminated Observation Car—17 1/2 inch long, 6 inch high. Price \$3.75

No. 498 Illuminated Observation Car—17 1/2 inch long, 6 inch high. Price \$3.75

Cars Nos. 418, 419, 420, 423, 429, 430 and 431 are for use with Locomotives Nos. 380, 380E, 402, 402E and 402E.

Cars Nos. 428, 429 and 430 are finished in a rich green color. They are exactly the same in construction as Nos. 418, 419 and 420, but are mounted on two 4-wheel trucks.

No. 431 Dining Car—17 1/2 inch long, 6 inch high. Price \$10.50

No. 432 Dining Car—17 1/2 inch long, 6 inch high. Price \$10.50

No. 433 Dining Car—17 1/2 inch long, 6 inch high. Price \$10.50

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Joe Vey's 2020 Layout



I Tried to incorporate as much Ives as possible. The boat in the background is Marklin. The Cast iron trolley on the left is 19th century Ives clockwork.

Jim Kelly's 2020 Layout





Michael Kyle's 2020 Layout



Maryann Clay's 2020 Layout



Here's a few pictures of my dad's Ives 3255R and consist under our tree this year. Consist of a 3255R engine, 131 Baggage-Express, 130 Buffet car, (2) 129 Saratoga Pullman cars, and a 132 Observation car. I added the second Saratoga car some years ago. Funny thing is it has white litho windows whereas my dads set, the windows are red? The engine was suffering badly with paint flaking off. I had repainted it red and then decided to put it back to its original orange. I think it looks much better in its original orange.

John Basile's 2020 Layout Including
Grandma taking pictures



2020 Layout from Don Lewis





Wyatt Prosch's Layout



2020 Layout from Brycen Bowling

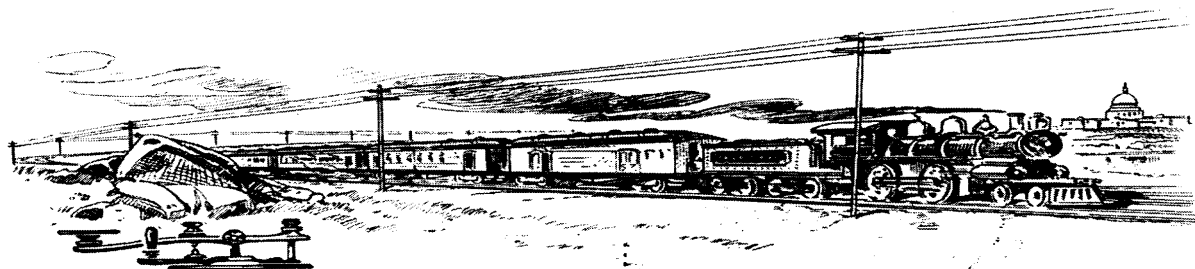
2020 Layout from Kevin Allan Harbison

Here's my Lionel/Ives 1651E pulling a string of Ives 1690/91 passenger cars out of Victoria Station.



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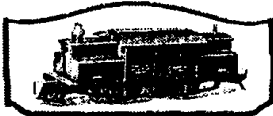


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