

A PUBLICATION OF THE IVES TRAIN SOCIETY

March 2022

# IVES TRACKS



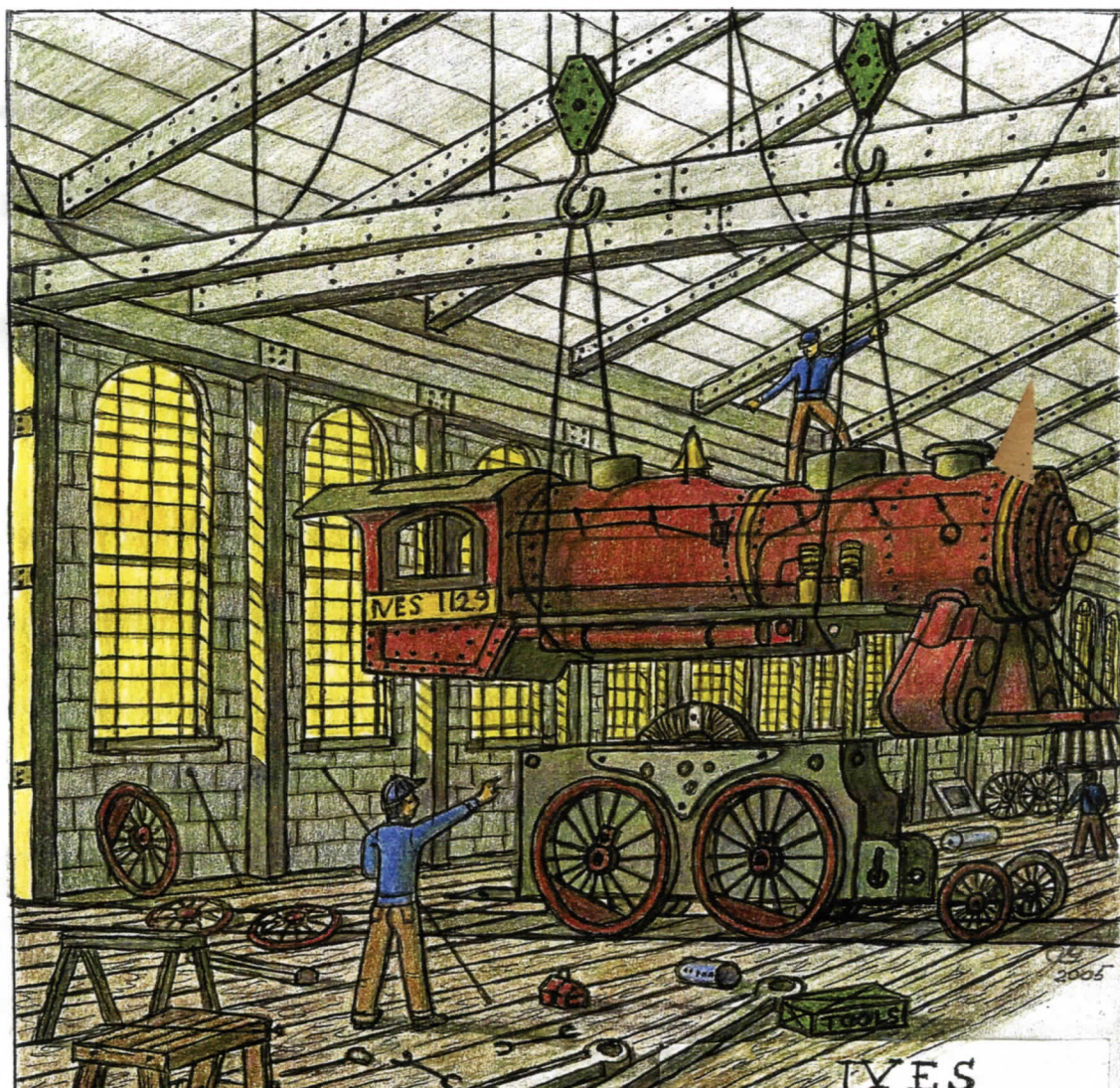
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IVES

## The Ives Locomotive Works

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

*Reprinted and updated from the Sept 2008 cover illustration and story.*

To me the Ives No. 1129 1-Gauge cast iron steam locomotive pictured on the cover is one of the best produced by the Company. It reflects the ingenuity and creativeness of that era, capturing the essence of First World War toy making.

For those of us who appreciate, and even cherish, those old IVES trains, it sometimes is easy to fantasize about the production aspect of IVES' history and place it on a much grander scale than reality.

Because of the beauty and detail of many of IVES's larger scale electrics, steam locomotives, and rolling stock, one can almost envision them actually being assembled in a real locomotive shop, as would have been found at the Baldwin, Alco, Patterson, Rogers and other large locomotive works.

The front cover illustration depicts an IVES one-gauge, number 1129 cast-iron steamer from 1918, being assembled, full scale, in a large locomotive shop; the workers carefully positioning the boiler and cab section over the large drive wheels and motor assembly. The rear pony truck wheels lay on the floor, awaiting assembly and positioning under the cab. The worker, balancing himself atop the locomotive, guides it over its target, with the help of several floor workers.

This of course is fantasy on a grand scale. However, IVES toy locomotives received no less care and attention on the work benches at the IVES Bridgeport facility during their assembly, which makes them some of the most charming and desirable of all the early toy trains. The afore-mentioned IVES one-gauge, number 1129 cast-iron steamer was one of the finest electric toy trains ever produced.

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,

October 2021 York did occur as planned. It was different but nonetheless exciting. I know we hadn't been there in several years, but we just fell back into the routine like we never missed a show. It was good to see everyone who was able to make it. Our Friday meeting was well attended and as always we were treated to viewing some unique Ives pieces. I look forward to seeing all of you in April.

On a very sad note, John DeSantis passed away on January 1, 2022. A devastating loss to his family, and his beloved Pittsburgh Home and Garden Show. As we know John was an icon to the train collecting community! This is evidenced by his willingness to always share information, to provide guidance to various train organizations, and of course, his own magnificent personal collection. John surely will be missed. We all must carry on as John would not have it any other way.

Thanks to everyone who contributed photos of their IVES holiday layouts. Due to the fact that this issue had so many pages, the layout photos will appear in June Tracks. Hopefully everyone pushed the limit on their allotted space!

December 2021 was another great issue of TIES. We thank all our dedicated members who contributed outstanding articles and photos. Thank you to John Basile for pulling it all together. This issue of TIES received more positive feedback than any other and directly resulted in 4-5 new memberships.

We honor the same commitment to our TRACKS publication. This issue that is currently in your hands documents that. Marty Fasack, our TRACKS editor, continues to combine quality member articles with various Facebook posts which makes for great reading.

The quality of all our publications always depends on our members. You're doing a great job, so keep up the good work.

On April 2, 2022 John Schleicher's Ives collection will be going up for auction at the Stout Auction House in PA. John has some wonderful early Ives trains so save your pennies and be ready to bid at this great event.

The Society continues to maintain a healthy membership around 250 members. So we will stick with the formulas of solid publications and Friday York meetings.

We anticipate that there will be an April York. It is late this year so our meeting will be scheduled for Friday April 29 at 12 PM.

Please stay safe

As seen and reprinted from the Facebook group "The Ives Trains Society Virtual Show & Tell " on 1/11/2022

**BELOW: VIEW OF THE IVES ELEVATED TRACK LAYOUT FROM THE JOHN SCHLEICHER COLLECTION TO BE AUCTIONED AT "STOUT" ON APRIL 2 2022.**



Comments Bill Kimberlin to Dave McEntarfer: Is the elevated track slightly banked? I remember Ward Kimball had one and it was banked.

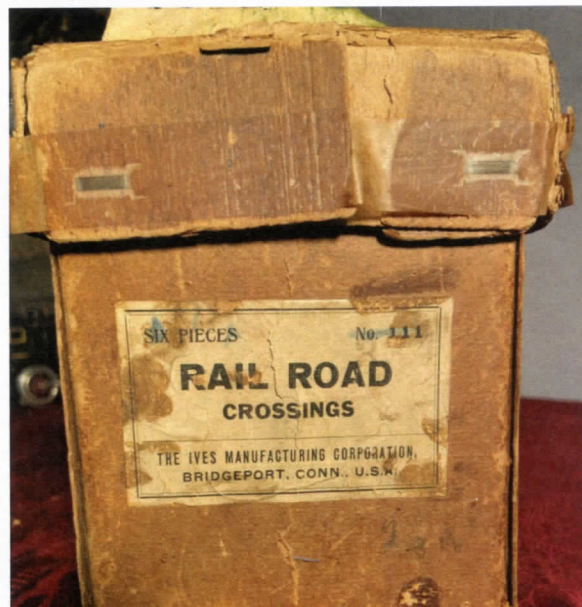
Dave McEntarfer: The elevated sets were only sold from 1902 to 1907. All the early track from that time period was banked and it only took 6 curves to make a complete circle. Ives cataloged four different sets that came with the elevated posts. Three of the sets came with small tin locomotives, the fourth with a cast iron loco. They also came with anywhere from 6 to 10 elevating posts. John's layout above has 10, which is what would have come with three passenger cars.

As seen and reprinted from the Facebook group "The Ives Trains Society Virtual Show & Tell " on 1/11/2022

Comment by Ken Hirsh: Right: 334 Ives Crossing Gate, Ives Base and Fence, American Flyer Shanty, Lionel Crossing Gate circa 1929—box is labeled, "Crossing Gate, 6 pieces, and 111 number.. The number 111 could refer to an earlier 1903-1908 Elevating Post, or 1912-1930 Cross Warning Signs. Also stated that The 334 Came with 3 pieces of Track, Warning Sign, and Double Railing.

Dave McEntarfer: In actuality that box with that label would be early 1920s and at that time the Number 111 referred to what the catalog called a Danger Signal and they were sold in lots of 6. Obviously that box is too big even for 6 of them. Not unlike Ives to screw up and put the wrong label on a box and then just cross it out and write the contents, I've seen several examples of this.

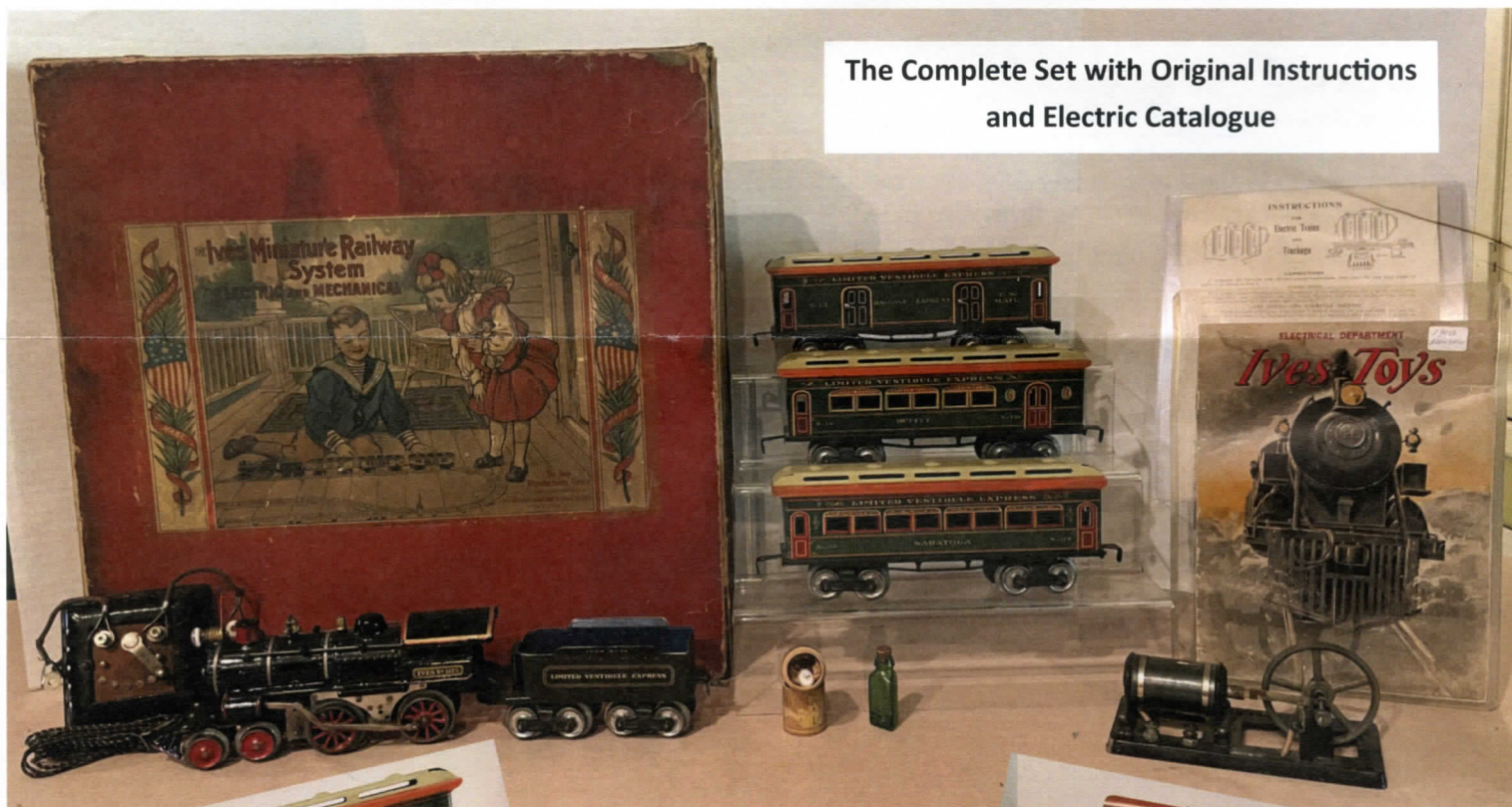
Dave McEntarfer: Below is a 1929 box with the crossing gate. The box you have pictured was originally used for Wide Gauge freight cars in the early 1920s when sold separately, could have been used to ship Danger Signals and if it was laying around in 1929 not surprising they would have used it. If it fits, it ships.



## **“Crème De La Crème” Ives First Electric Outfit No. 1126 c.1910**

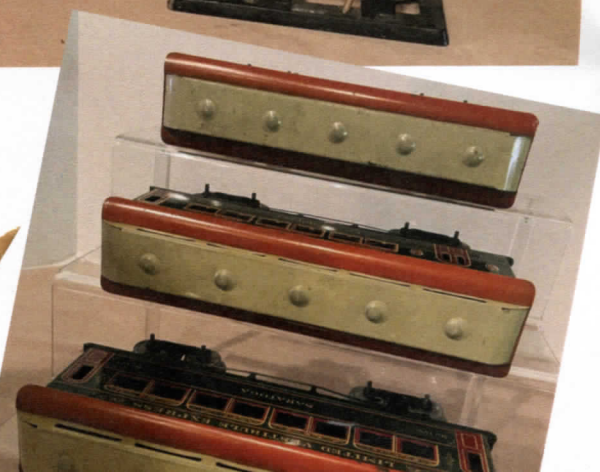
The Holy Grail of Ives “O” Gauge Trains - *By John G. Schleicher*

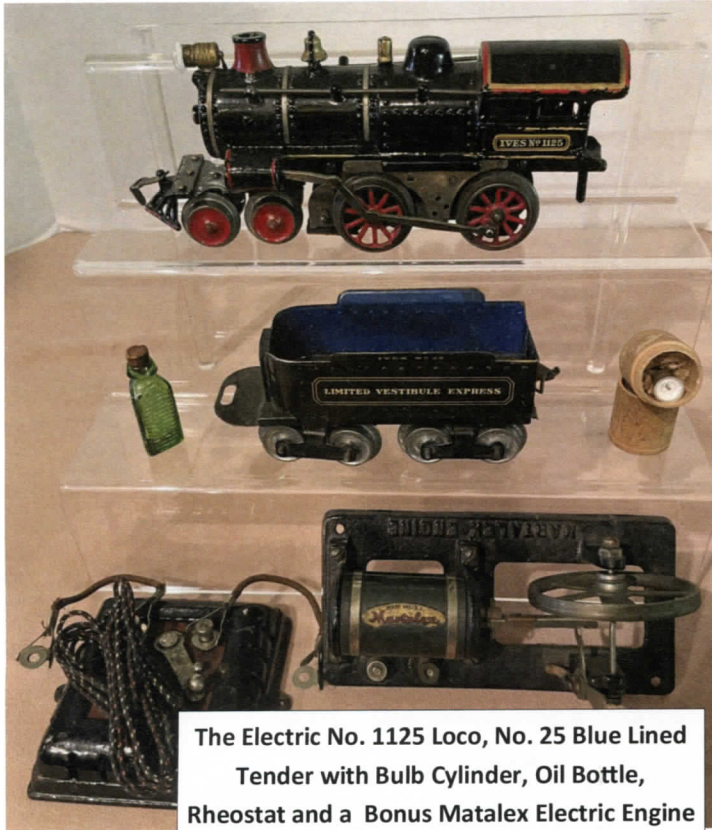
This story begins on the night of August 8, 1998, my wife and I were watching the Antique Road Show coming from Rochester, New York. That night one of the featured highlight items to be shown and appraised at the front table was an Ives toy train in its original set box brought in by the great, great nephew of the original owner. Noel Barrett, the appraiser, was talking about the Ives toy company and explaining how rare this set was (at the time 88 years old) and amazed by its condition and originality. I told my wife that the set was appraised low at \$3,000-\$5,000 and was worth much more than that. I was a collector of early Ives ‘O’ gauge trains and had never seen anything like this in all of my trips to York Pennsylvania, and the collections I had seen throughout the twenty years I had been collecting. I could only dream of having this set in my collection (careful what you wish for)! After the set was appraised on the August 8, 1998, it did not show up again until the great, great nephew consigned it to Antiek Journeys Inc. in Rochester N.Y. on March 25, 2012. The set had been in the family since 1910. This deluxe first electric ‘O’ gauge outfit was positioned at the top of the “New Electric Line” that Ives introduced in a “Special Electric Department Catalog” in 1910.



The Complete Set with Original Instructions and Electric Catalogue

No.129 Saratoga with Original Window Shades,  
No.130 Buffet with Original Window Shade  
No.131 Baggage Express.  
Note the Roofs and Car Bodies are in Pristine Original Condition.





The Electric No. 1125 Loco, No. 25 Blue Lined Tender with Bulb Cylinder, Oil Bottle, Rheostat and a Bonus Matallex Electric Engine

This Ives Outfit, No. 1126, includes the early No. 1125 electric engine, and an eight wheel-T-truck No. 25 tender with blue interior. The "Limited Vestibule Express" cars include the No. 129 Saratoga Passenger car, No. 130 Buffet car and a No. 131 Baggage Express car. The set is 99% mint, still having its original red and green celluloid in the windows.



Perfect Label Showing Set No.1126

Also included with the train set is a bonus toy electric engine made by the Martalex Toy Engine Company. This additional item is not mentioned in the catalog description of the set, but definitely was with the set when I acquired it. This toy electric engine was patented in 1919 and I believe the original owners added it later. This set is the best known example of an Ives first deluxe top of the line iconic 'O' gauge electric outfit; If you consider the completeness of this set to

include the No. 1125 electric engine with headlight, the first eight wheel blue interior No. 25 Tender with mint eight wheel T-truck cars, the original Ives 1910 Special Electric Department Catalog, the original Instructions, original track, original connecting wires and connectors, original rheostat, original bulb cylinder with extra bulb, and the original lubricating oil in its original glass bottle and encapsulated within its original "brick condition" set box with a perfect label, makes us realize that this is one of the finest Ives specimens to ever come to market. The added bonus of this offering is the Matallex electric engine, and the documented provenance of it being featured on the August 8, 1998 Antique Road Show segment. Actually It should rank right up there with the finest one-gauge set and the finest Ives wide-gauge set because it is the best example of an Ives first electric top of the line set from 1910. This one-of-a-kind spectacular set will be offered in the **Stout Auction on April 02, 2022**, along with over 175 other pristine 'O' Gauge Trains and accessories from the early 1900-1913 period. Also featuring items from the Ward Kimball Collection and Ives Dealer Pro-Mo items, letters from Harry Ives and many one-of-a-kind rare and exotic Ives items. A once in a lifetime opportunity for Ives collectors. Below are the links to the actual Antique Road Show featuring this iconic set and a link to the Auction with photos when it was first offered on March 25, 2012.

**Antiques Roadshow:** <https://www.pbs.org/wgbh/roadshow/season/3/rochester-ny/appraisals/ives-toy-train-ca-1915--199806A23/>

**Live Auctioneer:** [https://www.liveauctioneers.com/item/11109961\\_ives-miniature-railway-system-train-set-1126](https://www.liveauctioneers.com/item/11109961_ives-miniature-railway-system-train-set-1126)



Complete Boxed Set as it Came from the Factory, Track not Shown



Left: Rare Instructions and Ives 1910 Electric Department Catalogue

## MONTGOMERY WARD CATALOG OBSERVATIONS

BY: Dave McEntarfer

The attached graphic on the next page is from the Montgomery Ward Catalog from 1912 which is significant on several levels. First of all it shows the never cataloged 1502 locomotive (SEE NOTE 1) pulling a single Brooklyn car with a floor train base. It also shows a set (SEE NOTE 2) with a later No. 11 (1911-12) pulling two Princess style cars. The ad also shows several floor train sets which includes the big two car set that I own (SEE NOTE 3) with the inboard style trucks, note that it also shows the tender as being lettered Chicago Flyer.

The two smaller floor trains on the left got a little cut off by my scanner (the page is too large) but I have the bottom one (SEE NOTE 4) with the gondolas and the medium size floor train. Mine only came with one gondola. The upper set with the two Princess Style passenger cars (SEE NOTE 5) is unique in that it has an engine and tender that are totally cast iron and were part of their toy catalog from previous years. Look closely at the cars as they have cast iron wheels instead of tin to match the wheels on the engine and tender. That odd colored Princess car I had at the October 2019 Ives Meeting had cast iron wheels and is probably one of the cars in this set. Below is a picture of this car.

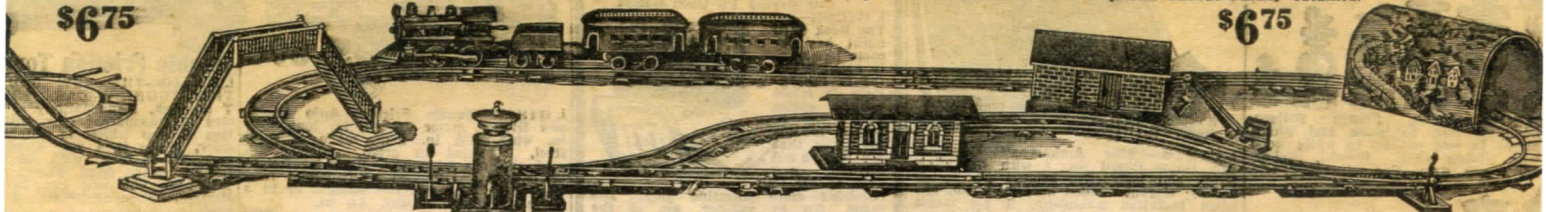
Also pictured are several neat early American Flyer sets (SEE NOTE 6). It is interesting to observe that neither Ives or American Flyer is listed in their descriptions. It makes you wonder if the boxes they came in were different? I have pages from several Montgomery Ward catalogs from this period, still looking for any pre 1910 catalogs.



# Complete Miniature Railway Systems

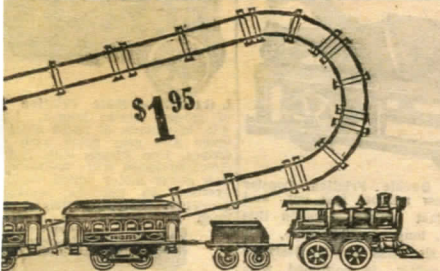
combination of toys affords so much amusement and instruction to a boy as a good train on track. In the larger outfit it requires thinking and planning to lay out the dif-

selected a line of American manufacture which represent the best value in the market. The loco-



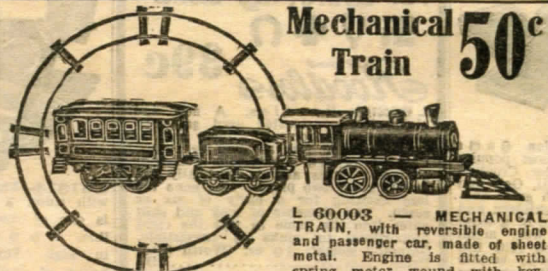
IN THE AMERICAN FLYER OUTFIT illustrated above we are offering the largest, best and a miniature railway system that has ever been quoted at anywhere near our price. It consists of a locomotive and tender 9 1/2 inches long of the modern passenger type, handsomely enameled in gold, has piston rods, is fitted with speed regulator, also brake lever used as throttle valve for stopping, has hand rail on side, in short is an up-to-date engine with two finely ornamented wheels. The equipment furnished with the outfit consists of 18 pieces of track and three

switches, signal station with automatic bell which rings when train passes, passenger station, freight house, trestle, tunnel, foot bridge, and at terminal there is a bumper and turn table. There is 1 1/2 feet of track and the layout as shown in illustration is 7 feet long. There is nothing lacking here to delight the heart of any boy; besides our price is exceedingly low. Put up in neat pasteboard box complete as shown and described. Shipping weight, about 7 lbs. Sold by toy dealers at \$10.00. Price, complete \$6.



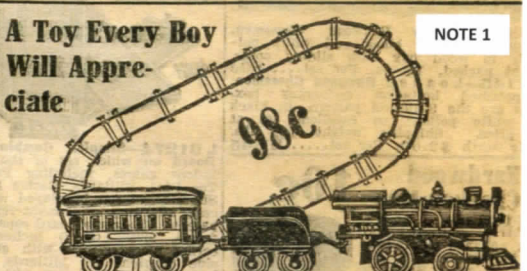
\$1.95

MECHANICAL TRAIN ON TRACK, extra fine quality, an iron locomotive and tender 9 1/2 in. long, enameled fine steel spring motor. The cars are of the latest make, made of sheet metal, 4 1/2 inches long, beautifully litho-colored, put up with 14 pieces track in strong box. Shipping weight, 5 lbs. Others ask \$3.00. Price, complete \$1.95



### Mechanical Train 50¢

L 60003 - MECHANICAL TRAIN, with reversible engine and passenger car, made of sheet metal. Engine is fitted with spring motor wound with key, runs forwards or backwards, all neatly enameled in colors and decorated. Wheels have flanges so they will stay on track or will run on smooth floor without track. Length of train, 13 inches. This outfit is fitted with circular track 17 inches in diameter. Shipping weight, 36 oz. Regular 75¢ value. Price, complete 50¢

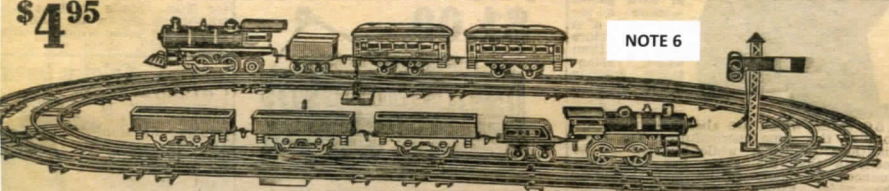


98c

### A Toy Every Boy Will Appreciate

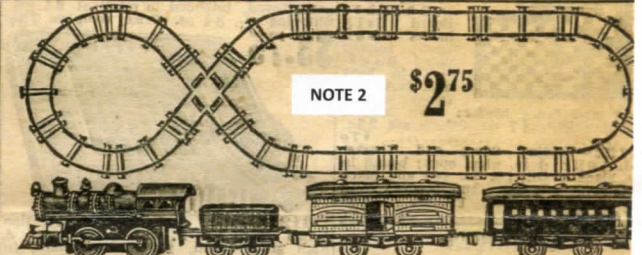
L 60009 - MINIATURE TRAIN ON TRACK, consisting of an enameled iron locomotive, steel spring motor, drive wheels, tender, one passenger car, together with 8 pieces of track to be arranged oval form as illustrated. Shipping weight, 4 lbs. Worth \$1. Each

NOTE 1



NOTE 6

Double Train Outfit. One of the greatest entertainers for boys ever invented. Outfit consists of a double track, outside dimensions about 49 inches long, equipped with two switches for running trains from one track to the other. Includes one passenger train, with locomotive and tender, 12 1/2 inches long, and two passenger cars; also one work engine and tender, 10 1/2 inches long, and three gravel cars. Locomotives are fitted with springs motors. Three passenger cars, 13 in. high, with colored transparent celluloid signals. A splendid outfit that others sell for \$7.50. Shipping weight, 6 lbs. Our price complete \$4.95



NOTE 2

\$2.75

L 60015 - MINIATURE TRAIN ON TRACK, with iron locomotive and tender, 10 1/2 inches long, having speed regulator, brake-lever, hand rails, piston rods, two cars, each 6 inches long; 14 pieces of track with cross-over as illustrated, length of track 13 1/3 feet, length of design 5 feet. Put up in strong box. Shipping weight, 6 lbs. Well worth \$3.75. Price, complete \$2.75

## Made, Durable, Attractively Finished Floor Trains Made in one of the Best Factories in America



Toy Floor Trains, consisting of Engine, Tender, Baggage and passenger cars. Engine is made of cast iron, enameled in black and gold. Tender has wheels, tender and cars are made of sheet steel, enameled in colors and lettered. Length of train, 19 1/2 in. Shipping weight, 22 oz. Others ask 60¢. Each, \$1.40



### Big Four Fast Freight

L 60031 - The Big Four Special Floor Train is the largest, most showy and best value in the market today. This train consists of engine, 2 work cars and caboose; is 64 inches (over five feet) long, 7 3/4 inches high and five inches wide. It is made entirely of sheet steel brilliantly enameled in gray colors and while exceedingly large can be easily handled by the smallest child. Put up in neat box. Shipping weight, 5 lbs. Sold by other dealers at \$3.00. Each \$2.75



L 60035 - Passenger Train with extra fine iron locomotive and steel tender, 13 in. long, enameled black and red with gold strip double drive wheels with connecting rod pistons, two long sheet steel cars; bag and passenger, enameled in bright colors. Length of train, 30 in. Shipping weight, 51 oz. Others ask, \$1.50. Each \$1.25



Toy Work Train with larger locomotive made of cast iron, enameled in black, red and gilt, nickel base drive wheels, enameled in black, red and gilt, nickel base tender and two gondolas made of sheet metal enameled in silver. Entire length, 24 in. Shipping weight, 34 oz. Each \$1.75

### Engines

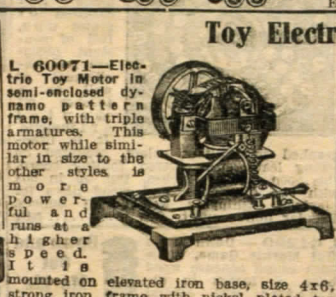
NOTE 4  
Upright Toy Steam Engine, large and attractive, 11 in. high. It has a water gauge, made perfectly tight by means of adjustable nuts. It has a large balance wheel, and all the parts necessary to make it complete. The boiler is polished brass and the base and running parts are finished in colors. The lamp and draught arrangement in this engine is especially adapted for the use of petroleum oil as a fuel (with perfect safety), although we recommend the use of alcohol, as it is much more agreeable. Every engine tested before packing and sold. Shipping weight, 2 1/2 lbs. Sold elsewhere at \$1.25. Each \$1.00



L 60061 - Weeden Double Upright Toy Steam Engine, size of base 7x11; 11 in. high; has a large polished brass boiler with steam dome, whistle, safety valve and water gauge and is connected to steam chest by a brass steam pipe. The frame is malleable iron. Burns alcohol; all parts are interchangeable; fully warranted. Shipping weight, 7 lbs. Each \$3.65



Others ask \$10.00 \$750  
L 60064 - Large Horizontal Toy Steam Engine. The largest and strongest engine we handle. It has a large brass boiler enveloped with a sheet-iron jacket to prevent loss of heat. It starts and stops with a throttle. Boiler trimmings



L 60071 - Electric Toy Motor in semi-enclosed design, mounted on elevated iron base, size 4x6; strong iron frame with nickel plated top and sides, 2 3/4 inch fly wheel, small pulley for attachments. The frame is maroon color with yellow stripings, has lever with wood handle for starting and stopping. Shipping weight, 5 lbs. Others ask \$3.00. Each, including battery \$2.25

### Toy Electric Motors

L 60079 - Electric Toy Motor of novel type, mounted on elevated, cast iron base, size 4x6 in. Motor is held in place with strong frame. Full metal bearings. Has 2 1/2 in. fly wheel, 2 sets of counter shafts, both in cast iron frame, fitted with 7 pulleys, 3/4 in. high, steel eel maroon color and nickel plated; runs at high speed. Shipping weight 1 1/2 lbs. Sold by others at \$2.50. Each, including battery \$1.80

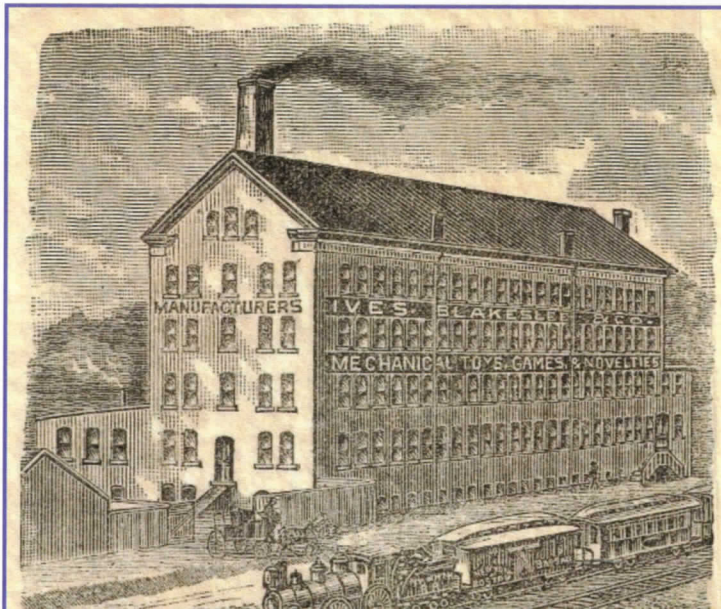


## The Ingenious Inventor & Designer

by; Jimmy Cox (I-6675)

Charles Hotchkiss, aka. "Old Man Hotchkiss" was extremely skilled in pattern making, in both wood and metal. He was an ingenious inventor and designer who worked for Ives, IB&CO, Ives & Williams, The Ives Mfg. Co. etc. He also helped the Ives Co. as a book keeper, Contractor, Pattern maker etc. Mr. Hotchkiss designed Ives mechanical dancers, Japanese Jugglers, The Cock Fight, an Uncle Sam Bust and The George Washington Hatchet, along with many others. He was described as an artist modeling in wax, then in plaster, and finally in metal.

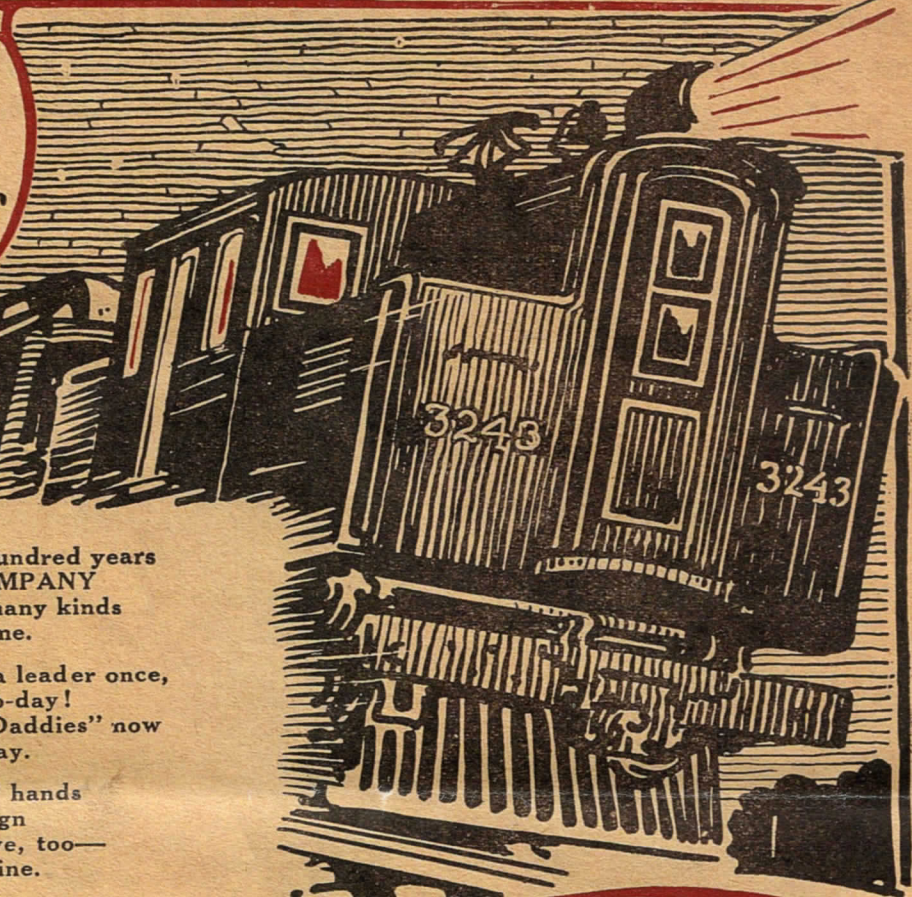
I had the ad on the next page ("*John Martin's Book*" of Nov. 1925) for quite a few years, and now I wanted to submit it for the members of the Ives Train Society to see. it's about Ives Pattern maker, Charles Hotchkiss, AKA "Old Man Hotchkiss". At his point in time, 1925, Mr. Hotchkiss had worked for Ives from 1875-1925, and achieved his 50 year "Golden" anniversary. This ad commemorates his fifty years of work for the firm. I'm also including a picture of one of the most beautiful Ives cast iron trains that he created. The Ives Cannonball Locomotive & tender # 189, and a drawing of the Ives Blakeslee & Co. factory where this train was produced.





Below: Ives Advertisement as Referenced on Page 8

# FIFTY YEARS of IVES TRAINS



**F**OR more than half a hundred years  
This IVES TOY COMPANY  
Has made play trains of many kinds  
For boys like you and me.

"Grand Duke" was quite a leader once,  
How strange it looks to-day!  
The boys are all "Grand Daddies" now  
Who with it used to play.

And yet one busy pair of hands  
That helped in its design  
Worked on *this* locomotive, too—  
Devised its form and line.

For fifty happy seasons he  
Has built for Mr. Ives—  
Let's celebrate the wonder that  
Such faithfulness survives,

By making Nineteen Twenty-five  
The IVES train Christmas year  
And get an engine that will back  
For you, the engineer.

IVES trains alone have this control  
Reversing by the switch  
It's in the locomotive and  
It works without a hitch.



**O**NLY in Ives Trains  
can you get all these  
up-to-date improvements.  
Send for the new 32-  
page illustrated - in - color  
book of Ives Trains and  
Accessories. You'll want  
this book to show Dad  
and Mother so they'll  
know just what you want  
for Christmas.

Send coupon to-day,  
with 10 cents.

## "Fast Mail Coupon"

THE IVES MANUFACTURING CORPORATION,  
Dept. H-2, 198 Holland Avenue, Bridgeport, Conn.  
Please mail me your new 32-page railroad book illustrated in colors,  
showing the complete 1925 line of Ives Trains, Locomotives, Signals  
and Accessories. I enclose 10 cents (U. S. stamps or coin).

Address.....

Name.....

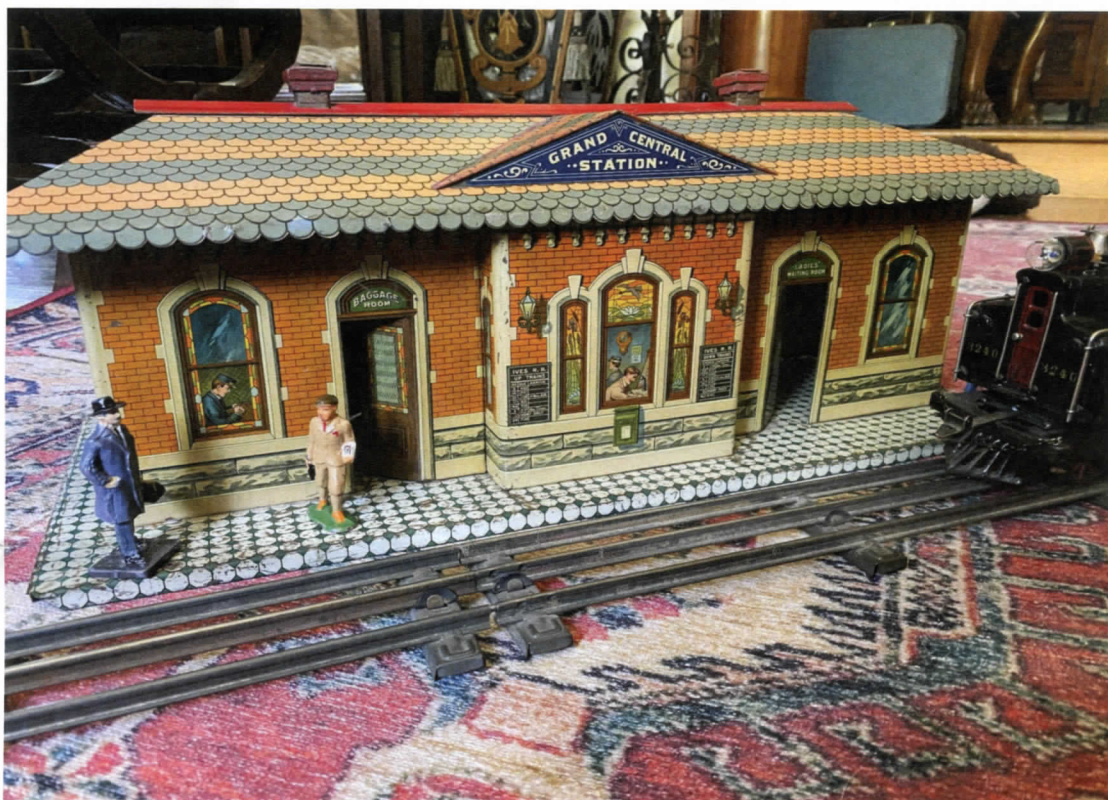
City..... State.....



As seen and reprinted from the Facebook group "The Ives Trains Society Virtual Show & Tell " on 6/13/2021

**Comments by John Smatlak;**

This very nice Ives 116 passenger station turned up at our local TTOS meet and followed me home. The litho, which is different on each side, is magnificent! After looking through the various reference materials, including the relevant pages from the excellent Ives Historical Society web site I find the configuration doesn't exactly match any of the specific periods shown. I also see this same basic station was offered together with a glass canopy. I'm guessing mine has a roof (noting the dual chimneys) from one era and the main station body from another, but I welcome any input. The roof also appears to have a nicely done repair or modification to one end.



**Comments by Dave McEntarfer:**

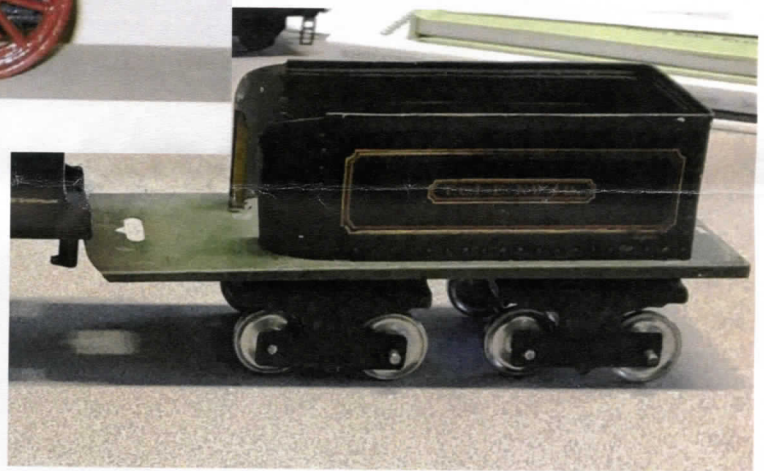
This station is from 1910 or 1911. It is a combination of the new 1910 litho, double diamond roof and single diamond base. Stations from this era had many different combinations including the number of chimneys, but the lithography is always gorgeous



As seen and reprinted from the Facebook group "Ives Train Society Virtual show and Tell" on 4/1/2020

Comments by Dave McEntarfer:

The king of Ives trackless trains was this 3 car 1 gauge size set. It uses the bodies from their early 1 gauge 70 series passenger cars and a Cast loco that resembles a 2nd series No. 40. If you have Rick Ralston's book on Cast Iron trains, there's a great picture of this exact set on page 102. This is the only known surviving example of this set circa 1909-1911.



Do you recognize that green trolley on the

## 121 years ago - 12:30 in the afternoon

by: James W. Cox

On December 22<sup>nd</sup>, 1900 at 12:30 in the afternoon, the Edward S. Hotchkiss building which Ives was operating from caught fire. The raging fire totally destroyed the building along with all of the Ives patents, catalogs and other company files, according to the records. \$50,000 dollars worth of Ives property was destroyed that day. After the fire Ives had to reinvent all of their toy train lines resulting in finer and better looking models for the American Market than ever before (refer to pg. 77 in Messrs Ives Of Bridgeport). In about a year or so Ives was again selling their trains in America. The Germans concluded that they would lose a huge portion of the American market if they did not copy the Ives designs right away; after all, the Germans had been selling trains on tracks in America since 1890 representing a large portion of their toy train sales.

This leads me to a point I'd like to make about the myth that Ives copied the German designs or that Ives copied any German toy trains and accessories at all. Ives designs were original and the trains and stations were of American prototypical design. Some major books written about Ives describe some inaccurate information concerning their designs. For instance it has been written that the early Ives stations, such as the 116 with the V shaped bay window in particular was a copy of the Bing station from European designs. That information is inaccurate; it was Bing that copied the Ives bay window 116 station and other railroad items.



And why would Ives produce American outline passenger and freight cars and then attach German trucks on them? The so-called "Hi-Marklin truck" is a misnomer, and in my opinion should be called an Ives "E" truck for "heavily embossed" trucks made and designed by Ives. This premise is supported by Gerard "Doc" Robinson, in his book *Made In the Ives Shops*, in examining picture number 567-131, on page 60, circa 1912-15, he references "heavily embossed" trucks. (see *Saratoga car on the next page*).



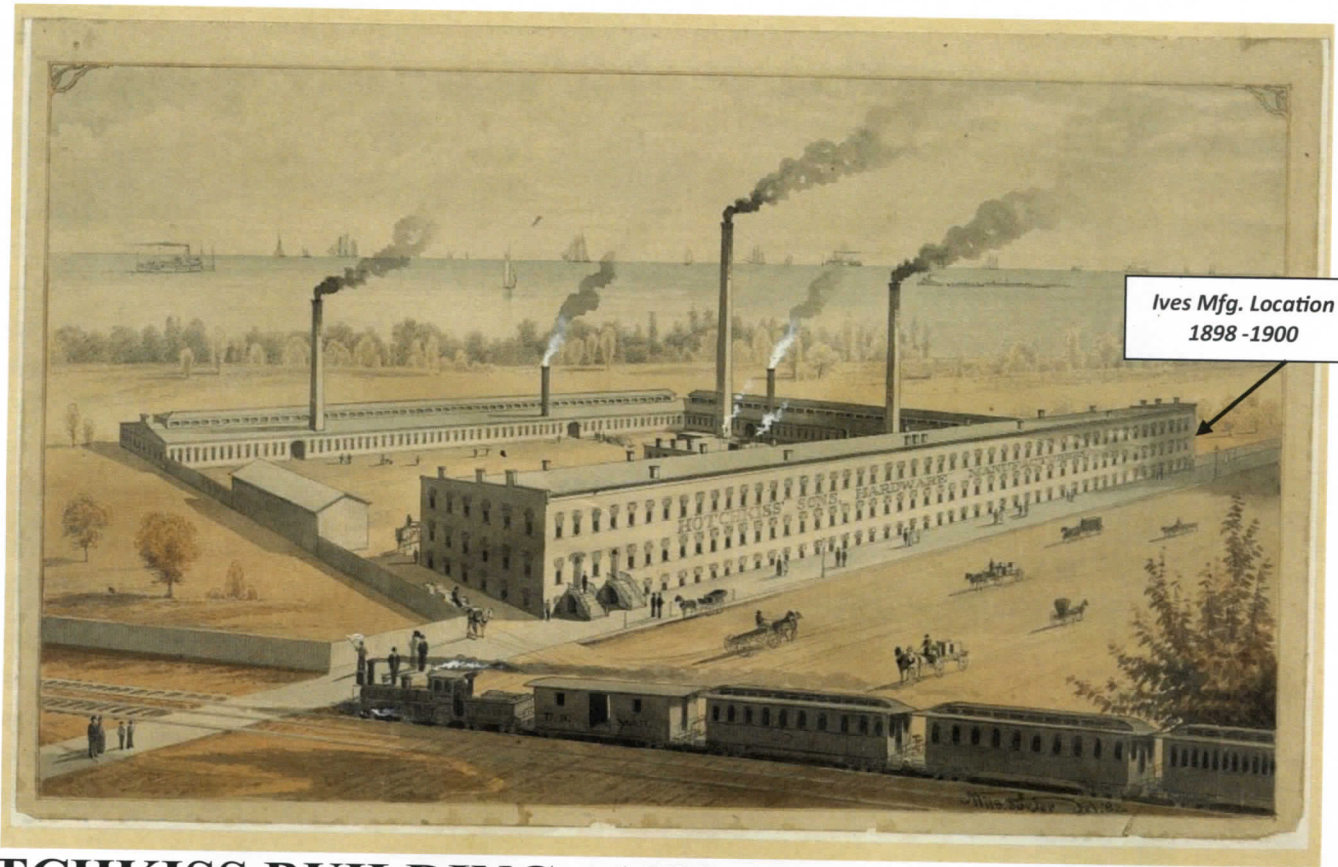
Which brings us to the "Tee" truck (see below) where a major Ives book depicts inaccurate information, stating "Ives copied Bing", when it is the other way around, it was Bing that copied the Ives designs.



Toy train collectors do not have to accept my words for this conclusion, nor do they have to accept the words of Louis Hertz on information that relates to the Germans copying the Ives designs, than maybe one should take the words right from the Horses mouth so to speak, Edward Ives with this Rudyard Kipling quote from "The Mary Gloster";

"And they asked how I did it,  
 And I gave `em the Scripture text,  
 "You keep your light so shining  
 A little in front o` the next!"  
 They copied all they could follow,  
 But they couldn` t copy my mind,  
 And I left `em sweating and stealing a year and half behind.

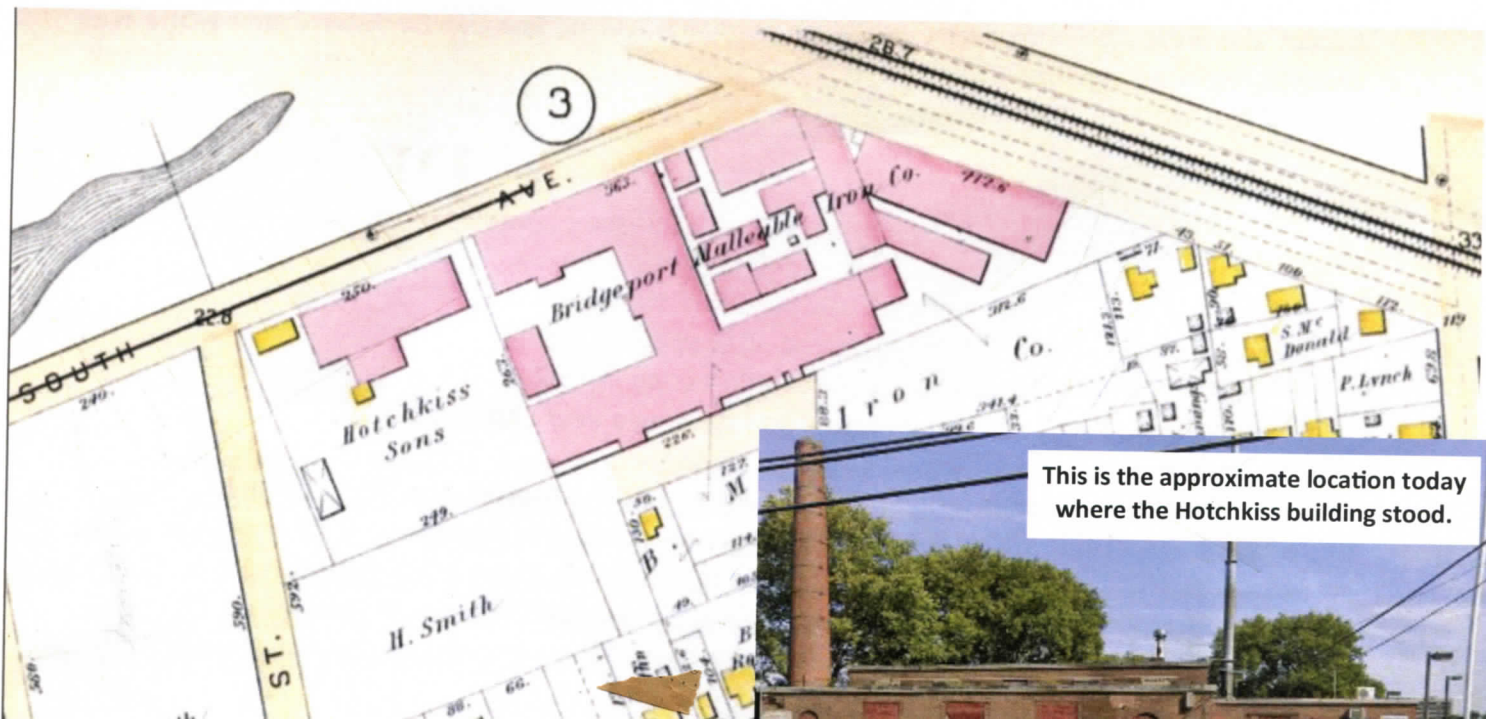
The above quote is found on page 77 in the book "Messrs. Ives of Bridgeport". My whole point of this article is I could never understand why inaccurate information that Ives copied the German designs continues to thrive in the minds of toy train collectors, in particular, Ives collectors. Written on the 121<sup>st</sup> Anniversary of the Ives fire disaster, December, 22<sup>nd</sup> 1900, which led to new Ives toy train designs to take back a huge portion of the American-toy train market from the German competitors.



# HOTCHKISS BUILDING c.1882 (Print from the Library of Congress)

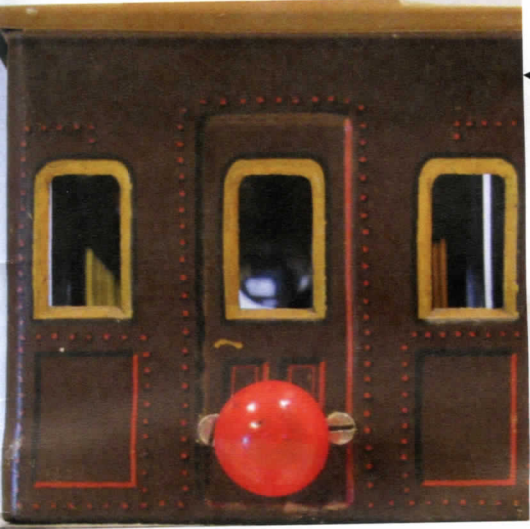
Above: ARTIST RENDITION 16 YEARS BEFORE THE IVES FIRE

From a 1900 Bridgeport, CT. Directory, the Edward Hotchkiss building is listed as working/operating factory at 813 South Avenue. Back in the day several addresses were given for large factory buildings. Further investigation has shown that Ives had two addresses for Ives manufacturing from the Hotchkiss Building; In 1898 - the address was 279 South Avenue, Bridgeport, CT., and In 1899 until the fire in 1900 - the address was 771 South Avenue, Bridgeport Ct. I do not want to suggest that Ives moved their equipment within the Hotchkiss building from one end to the other in the years 1898 & 1899-1900, but just to point out that the Hotchkiss building had multiple addresses for a building its size.



**Ives vs Bing** some additional comments by Phil Morris;

As you can see from the picture of a brown Bing Coach on the left, there is no printing on the vestibule. Later, see below, Bing started to copy not only the American outline coaches for NYC and Pennsylvania Railroads but also the graphics.



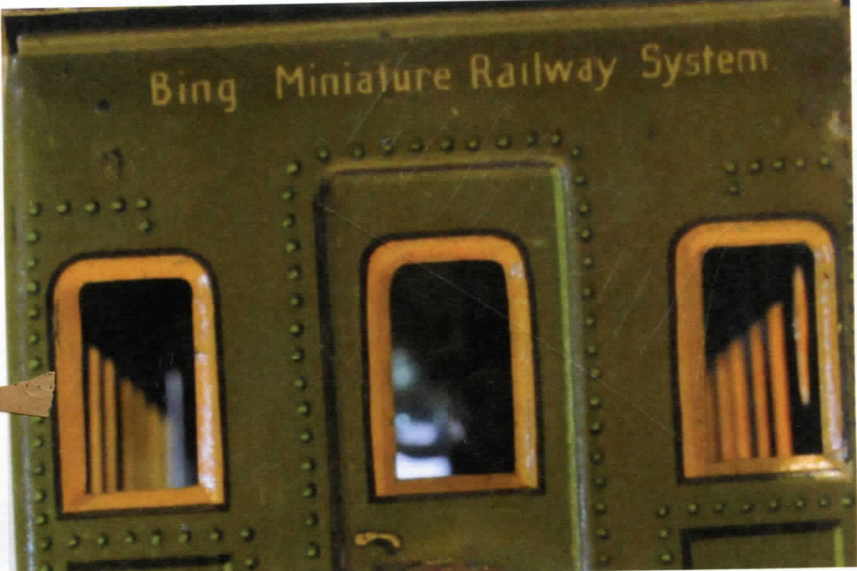
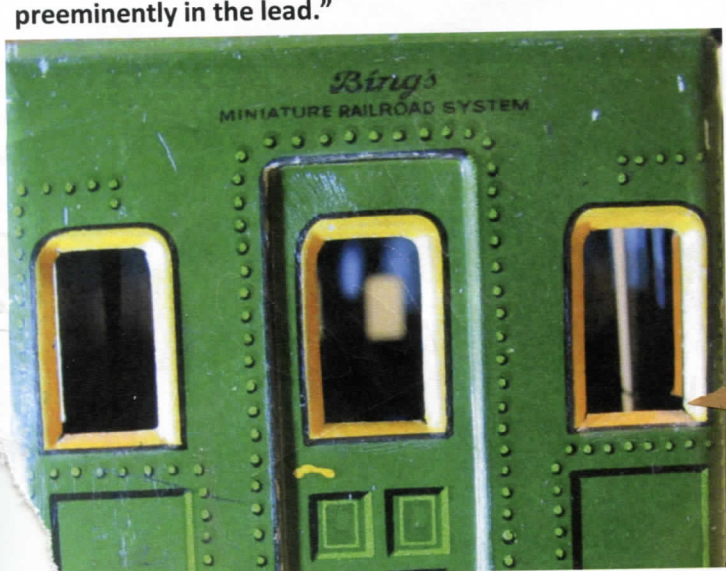
Early Bing Coach  
No Graphics

Further evidence of the threat felt by the German manufacturers of losing the American marketplace to Ives can be gleaned from pages 91 and 93 of MESSERS. IVES OF BRIDGEPORT, as follows;

"There could never be any question that it was the railroads, the trains on the tracks, which were making both the Ives business, and the Ives name. Familiar with the obscurity of the average nineteenth century toy manufacturer, Edward was not a little amazed at the position in which he found himself, and the personal letters and adulation he received. In the catalogs he was president, not of the Ives Manufacturing Co., but of "The Ives Miniature Railway System." UNHAMPERED by the Interstate Commerce Commission," Ives advertised in 1908, "immune from freight regulation, and undetected as yet by Government, THE IVES MINATURE RAILWAY SYSTEM has grown and expanded until every State in the Union has well equipped layouts, and the competent young managers (from personal reports received) are doing prosperous railroading. All are anxious to to increase their layouts and write us often telling their plans. There are two 'Miniature' papers published by enterprising managers, devoted to Railway interests, embracing wants, ads, and exchanges for the Ives Miniature Railway Rolling Stock and Accessories. This goes to prove that the interest manifested by the young railroader is deep seated and lasting and that our product is not for the time being, but permanent. With an article so thoroughly advertised, with the new and beautiful catalogue which will be placed in every Train Outfit, with the guarantee, with the perfect models, with the elegant Accessories, and with the good business principles back of all, THE IVES MINIATURE RAILWAY SYSTEM stands preeminently in the lead."



Ives Coach "MINIATURE RAILWAY SYSTEM"



Bing coaches were a copy of the graphics on the competing Ives manufactured versions;