

A PUBLICATION OF THE IVES TRAIN SOCIETY

March 2023



# IVES TRACKS

**Donald J. Lewis**  
President

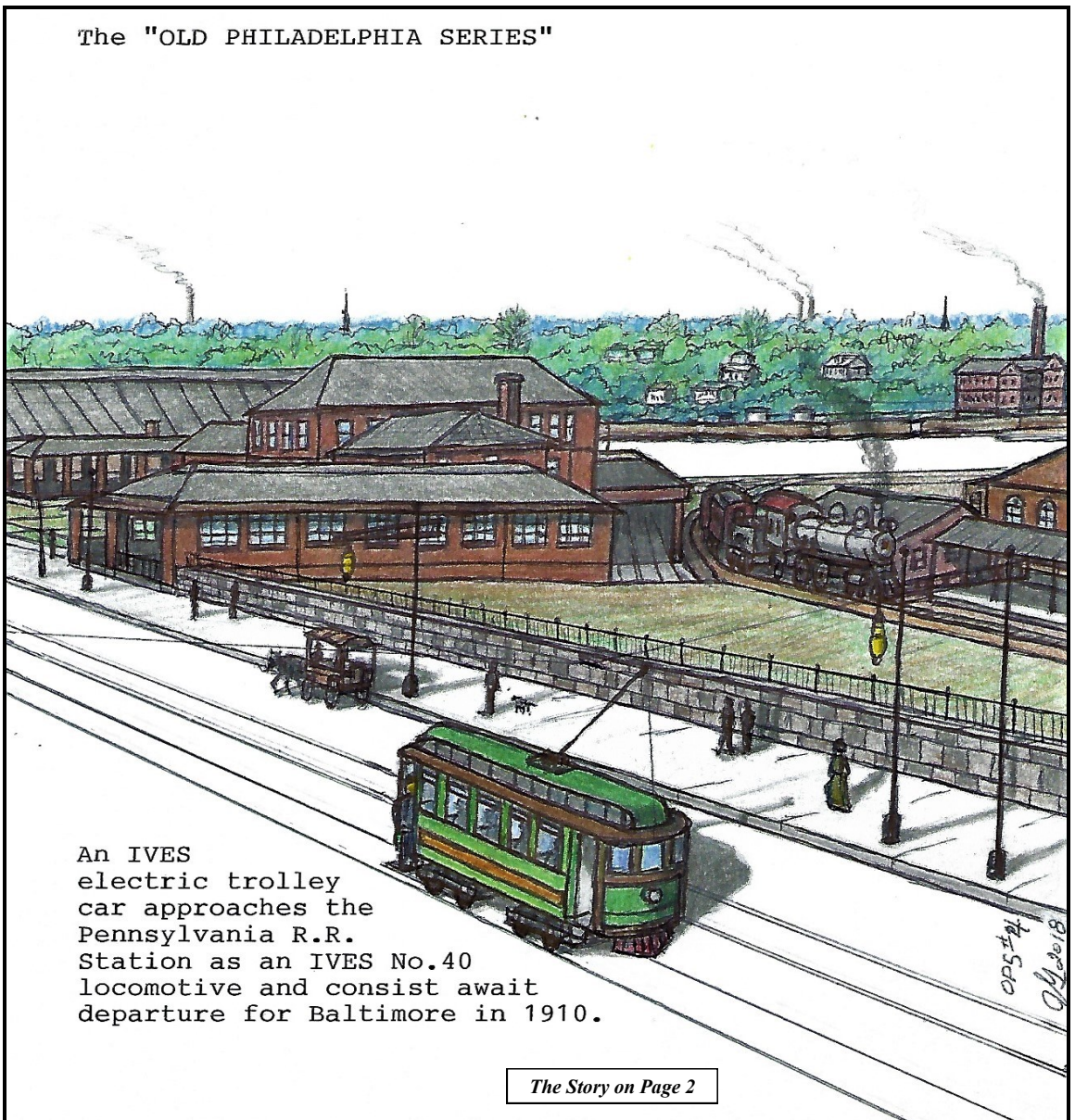
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**Martin Fasack**  
**Dave McEntarfer**  
**Jeff Stedge**

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**John Basile**

**TRACKS Editor**  
**Martin Fasack**

The "OLD PHILADELPHIA SERIES"



An IVES electric trolley car approaches the Pennsylvania R.R. Station as an IVES No.40 locomotive and consist await departure for Baltimore in 1910.

The Story on Page 2

# **IVES TROLLEY IN OLD PHILADELPHIA**

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

In the early 20<sup>th</sup> Century, the Pennsylvania Railroad constructed a new railroad station at 32<sup>nd</sup> and Market streets in Philadelphia, replacing the earlier one built in 1875, which was destroyed by fire in 1896; at that time this first station could service more trains than any other in the nation.

The new Market Street station became the central hub of transportation for the greater Philadelphia area, especially after the advent of the electric trolley car, making commuting by trolley or train a new-found convenience for area residents and travelers in the region.

The cover illustration depicts an early IVES trolley car approaching the Pennsylvania railroad Market Street station, while an IVES No. 40 steam locomotive and passenger consist awaits passengers to board, destined for Wilmington, Baltimore, and points south in 1910.

During the period between 1850 and the early 1930's Philadelphia had a vibrant role in the history of American railroading.

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## **President's Column**

by: Don Lewis

Dear Society Member,

As I write this winter still has not arrived in the Northeast. Not that I'm complaining but it is different to have most of January's temperatures in the 40-50s. It sure does not

dampen the enthusiasm to play with trains. We trust all is well for each of you.

Thanks to everyone who contributed photos of their IVES holiday layouts. It's always fun to see how the holidays inspire layout creativity.

December 2022 was another great issue of TIES. How about those mailing envelopes? Pretty neat!! We thank all our dedicated members who contributed outstanding articles and photos. Thank you to John Basile for pulling it all together.

We honor the same commitment to our TRACKS publication. Marty Fasack, our TRACKS editor, is always creative in the way he combines quality member articles with various Face Book posts, making for great reading. Thank you Marty.

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

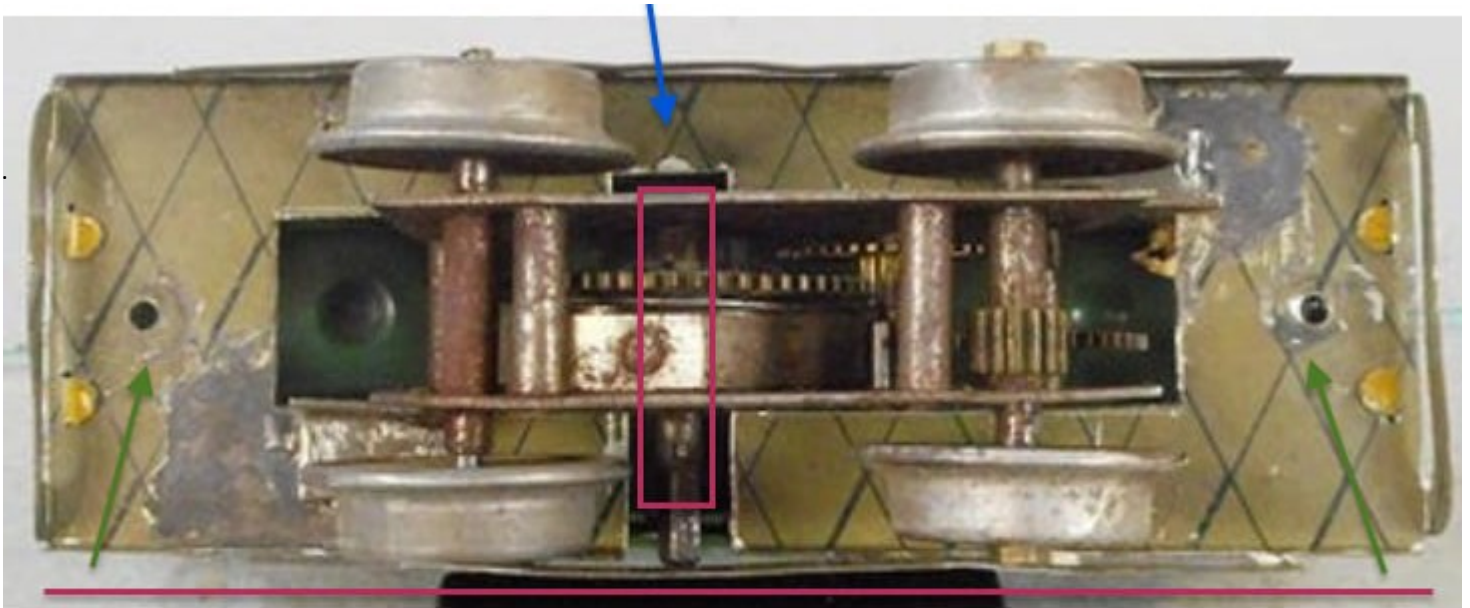
The Society continues to maintain a healthy membership around 250 members. So we will stick with the what works, solid publications and Friday York meetings.

The auction front has been quiet on significant Ives events. However, there is always something Ives to buy somewhere so we will routinely be able to increase our holdings.

The York Friday meeting is scheduled for April 21<sup>st</sup> in the Orange Hall. Our Scheduled time is 12:30-1:30. This was confirmed with the York meet chairman. We look forward to seeing you there. I look forward to seeing you all at York.

**Comments by Bob Obara:**

Here's a trolley coming up for auction. I believe it is a forgery made from Ives parts. I have a trolley like this in my collection to compare this one to. I think this frame is from a freight or passenger car and modified to become a trolley base. Look at the green arrows. The holes that would contain freight car couplers show wear indicating that couplers were once there. My trolley has the same holes with no wear marks. Look at the blue arrow, There are chip marks along the edges of the cut out. A punch would not do this. No chips on my trolley I put in the red lines to indicate cuts that should be straight and perpendicular if punched out at the factory. The cuts are not parallel to the red lines. Not 90 degree cuts. WHAT IS YOUR OPINION?



## IVES 801 NEWARK TROLLEY

**Comments by Alex Procyk:**

Yeah, I bought one at auction (Newark version) once and returned it. all the things you mention were sketchy. The rough cuts didn't bother me too much because I think Ives might have been pretty rough cutting out the frames themselves, but those wear marks around the coupler holes are the kiss of death, no way Ives took back used passenger cars to make new trolleys.

**Comments by Marc L'Italien:**

What caused the wear marks at the lower left and upper right corners near the coupler holes?

**Comments by Dave McEntarfer:**

You're probably right about the frame, but the roof with the overhead and the motor might be worth the price of admission. I believe this is the one that Red Chapman had, doubt if he would have done it, but you never know.



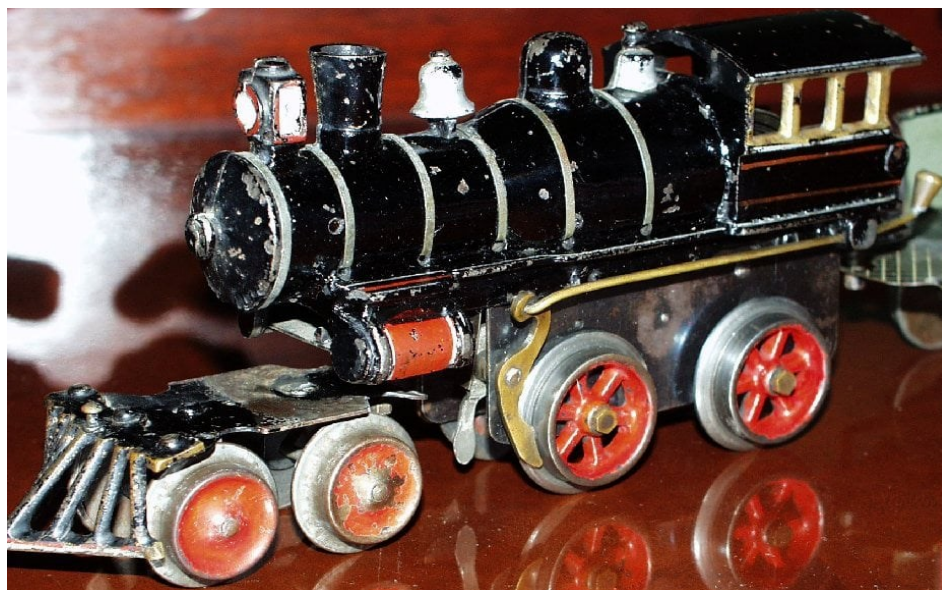
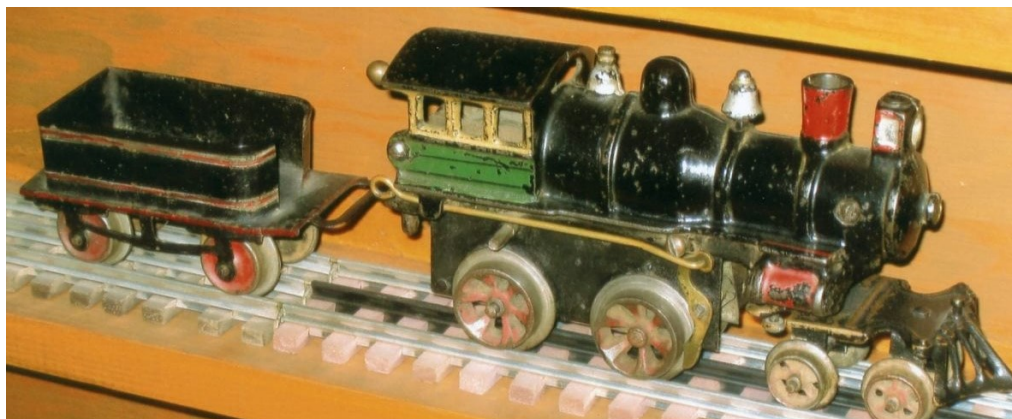
Comments by Dave Bashline:

Here is a little known seldom seen variation. What we have here is a "Red" 62 Harvard Parlor Car. Red cars are one of the more common colors of the "collegiate" series. It was also the last color to be added in the line up, likely sometime in 1911. Most red cars date between 1912-13 with "The IVES Railway Lines" letter boards. Ives Harvard cars also have (3) color lithography having yellow filled transom and lavatory windows. They are also equipped with automatic couplers. One will note that the specimen pictured below has "Limited Vestibule Express" letter boards, hook couplers, and (4) color layers possessing white lavatory and transom windows. It also has hook couplers, and is a deeper, and richer red than the later cars. I have only seen a few of these. Why more were not made is a mystery. The features indicate it was made in 1911. Its hypothesized that IVES introduced the red trimmed in yellow to replace the "Rose" cars which used a light gray base. This gave them a pinkish hue under certain light sources. I have found under natural light they are plain old red, and under LED they really look to be pink. So who knows! A neat little fact for the collector. P.S. I need a red hook coupler baggage in similar condition to make this into a boxed set if anyone has a spare!



Comments by Dave McEntarfer:

This is a picture of what I believe is the very first No. 25, it's the only known one to have this green stripe (the other two known examples have a red stripe). The red stripe versions have the same front truck as a six band 25, the green stripe version has an entirely different truck and pilot wheels. Some believe these wheels are Schoenner but I'm not sure. The tender on this one is also unique not sure if it's Ives or not but did come from the original owner who lived in Bridgeport.



Comments by Dave McEntarfer:

Circa 1903, this set was just acquired recently and has some variations that I've never seen before. 1903 would have been the last year Ives sold these Princess cars with the big No. 25. Starting in 1904 when Ives came out with the larger inboard passenger cars they got sole possession of the top of the line No. 25. So what's so unique about it, I'll



This was cataloged as set 21 in 1903, although the catalog lists the engine as a 20, it also states it has a reverse which would make it a 25.



How can you tell these cars are very early, several things: they have long loop couplers. They have a type I frame where the hash marks are close together and go to the left on both sides. It also has a hand painted roof with three single red stripe vents, later



Close up of the baggage which is the only one I've ever seen like this



Close up of the deep blue Empress car, again type I frame, single stripe vents and a long loop coupler



This is a view of the bottom of one of the cars, note they have a single long loop coupler but with tin wheels that have a sleeve over the axle. These are the only two cars I've ever seen with these features and tin wheels, The rest have cast iron wheels



The tender on the right is the one that came with this set. It's one of the early versions with the "red dot" base and hash marks. Note that the cartouche on the tender on the left is larger, which I believe to be earlier, but that tender came with sets of very early Iroquois cars. This is only the 2nd tender I've ever seen like the one on the right, both came with 1902-1903 sets with a six band 25, this one has tin wheels, the other had cast iron wheels.

**IVES 1901** As seen and reprinted from the Facebook group "The Ives Trains Society Virtual Show & Tell " on 3/28/2021

*Comments by Dave McEntarfer:* This display represents Ives in 1901, and pretty much everything they made their first year of track trains. There's one piece I'm missing but that's because I've never seen it





**IVES 1902** These are the earliest accessories, they first were shown in their 1902 catalog, but I suspect they may have started selling in 1901. The catalog showed a smaller bridge and a tunnel which I've never seen, a couple of these are the only known survivors.



No. 115 FREIGHT STATION



No. 114 PASSENGER STATION



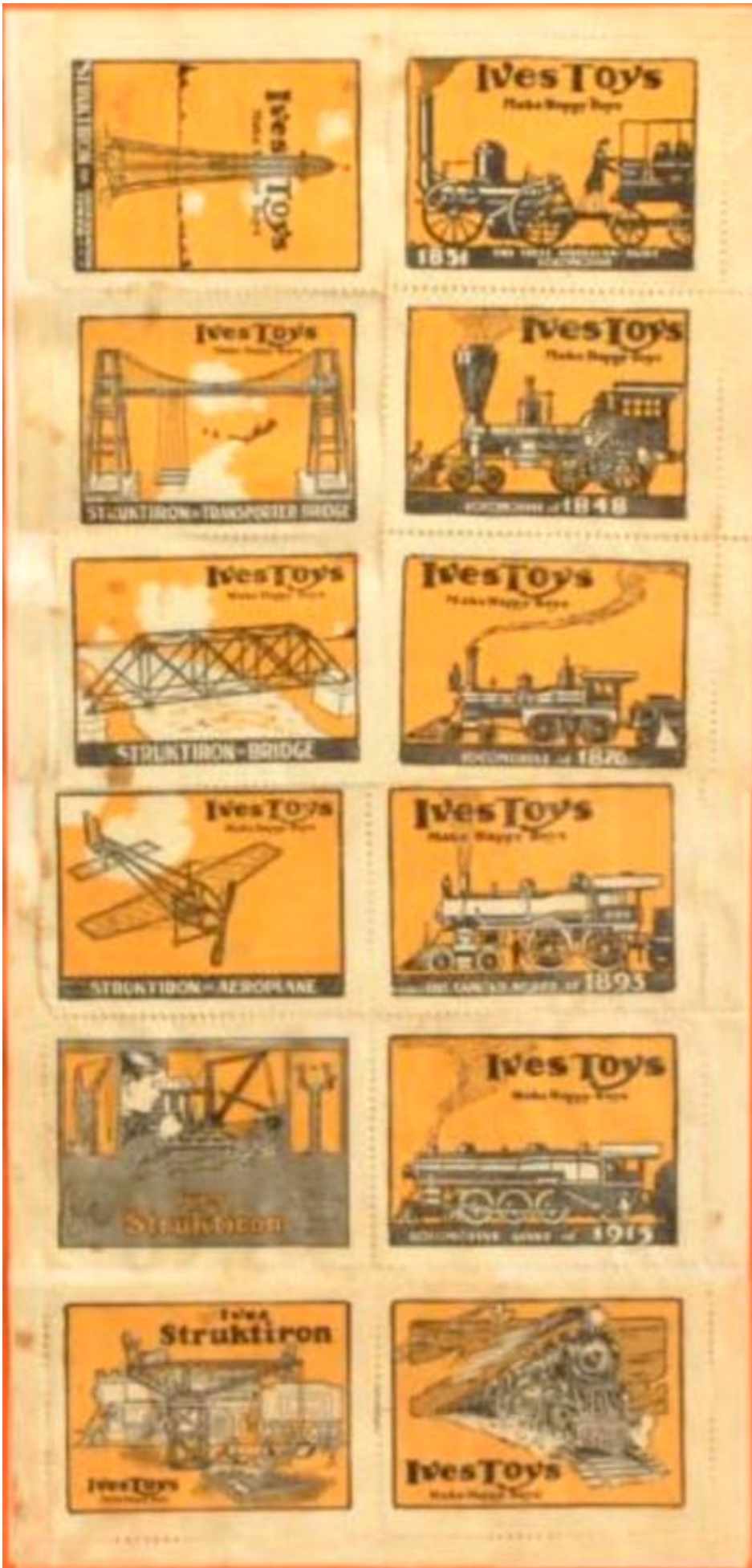
No. 116 PASSENGER STATION



No. 117 COVERED PLATFORM



No. 101 BRIDGE



As seen and reprinted from the Facebook group "The Ives Trains Society Virtual Show & Tell" on 2/7/2021

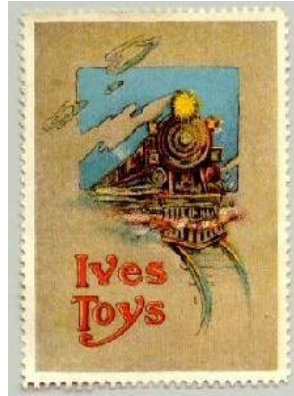
Comments by Ed Carr:

My small purchase from the Randy Berger auction. A complete set of 1915/16 Ives mail away stamp posters. The set of 12 are still basically attached together. I was able to purchase an original 1916 ad with the coupon still attached to send away for them.

Comments by Dave McEntarfer:

Randy and I purchased our set of stamps from the same collector at the same time, somehow he ended up with the ones that were still attached and I got the ones that weren't. He explained to me that he was older and I should respect my elders.

Here's the really rare one (right). I've only ever seen two of these, but maybe it's out there with the stamp collectors. This one is 1913.



December 1916

**Make Happy Boys**  
**Ives Toys**

**It's FREE!**

**This Wonderful Book on Toy Railroading**

HERE'S your opportunity, boys—this dandy book, absolutely free, and a chance to get the best Christmas present you ever had. The book tells all about toy trains and railroad systems—and all about railroad work and stations and tunnels. It's the wonderful reference you will find in the book at the foot of the page to get it—and a set of 12 fine booklets stamps—both FREE.

You'll find the pictures collection of trains, cars and engines in the book. There are electric lines and mechanical toys—trains with real cars behind them, made just like the fine toy trains you see in the stores. There are switches and signals that work and stations and tunnels. The book is chock full of pictures. Use the coupon at the foot of the page to get it—and a set of 12 fine booklets stamps—both FREE.

When you have an Ives Railroad system you are a real railroad superintendent. Ask your folks for one for Christmas. Over the top and now look for the beautiful car. Pull the lever to the engine and the gears down the track just like real.

Think of the fun of turning on an electric switch and making the train go fast or slow, or stop. It's a real fun to have an Ives Railroad system. It's a real fun to have an Ives Railroad system. It's a real fun to have an Ives Railroad system.

**THE IVES MFG. CORPORATION, 188 Holland Ave., Bridgeport, Conn.**

STREET POINT NORTH RIVER ST. BRIDGEPORT, CONN.

**Comments by Dave McEntarfer:**

Why did Ives sell some of their trains with Southern Pacific plates. We don't know for sure but it's believed that they were sold out of the San Francisco showroom. Probably sold only in 1927 it would appear that all of the wide gauge sets can be found with Southern Pacific plates. In 0 gauge only the two top of the line passenger sets have been found with Southern Pacific plates those being the Greyhound and Ives Limited shown in these pictures. The last picture shows a passenger car painted in Mottled Gray with SP plates, this may indicate some sets were sold out of the San Francisco showroom in early 1928. We believe that showroom was shut down after the 1928 Lionel/AF buyout.



**Comments by: Mark Savage:**

As I understood it those plates were made for trains to be sold on the West coast. (San Francisco)

**Comments by Randy Holden:**

Seems like they were on a very random assortment of trains. Perhaps something akin to Lionel's stamping some of their cars Illinois Central in attempt to cater to the market outside of the Northeast. Given the variety of plates they made, one would think it was done at the request of a larger distributor.



THE IVES TRAIN SOCIETY  
PO BOX 72  
FORESTVILLE, NY 14062

*FOUNDED IN 1935*

ADDRESS SERVICE  
REQUESTED

PRESORTED STANDARD

U.S. POSTAGE

**PAID**

Permit No. 4  
Buffalo, NY

Ives  Toys  
Make Happy Boys

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