

A PUBLICATION OF THE IVES TRAIN SOCIETY

June 2015



# IVES TRACKS

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*"Boarding The  
Twentieth Century Limited"*

The Story on Page 2

# Boarding the 20<sup>th</sup> Century

## Limited (See front cover illustration)

### By John Gray I-6662

During the late Victorian Era, the standard American passenger car was constructed largely of wood. Some of these late 1800's and early 1900's coaches were quite ornate, both outside and inside.

The front cover illustration shows a Victorian lady being gently helped aboard an IVES No. 72 Twentieth Century Limited "Chicago" passenger car by a courteous conductor. By all appearances she will be traveling "first class". The time is 1910, when the steam locomotive was at the height of its glory, and the romance and excitement of railway travel was very much in vogue.

Brass fixtures, fine carpeting, stained-glass transoms, along with finely upholstered seating, made these passenger coaches quite regal in appearance. Of course the very best of accommodations and appointments were reserved for the first-class traveling public. Nonetheless, bathrooms, steam heated cabins and comfortable dining cars made traveling by train enjoyable for everyone.

Early in the 20<sup>th</sup> Century, the old wooden passenger coaches were replaced with the new "steel" cars for reasons of safety. Quite often the wooden coaches caught fire during accidents, and sometimes unwary passengers became impaled on large splinters of wood, as the cars easily shattered upon impact. While the steel cars were much safer than the old wooden cars, they somehow lacked the charm and elegance of their predecessors.

No toy manufacturer produced more faithful reproductions of these early wooden passenger cars than IVES. The lithography used to depict the intricate wood-grain siding and fancy decorations on their early "0" gauge and "1" gauge passenger cars was superb.

## PRESIDENT'S COLUMN

### By Don Lewis

The April York meeting went very well. As always, it was a fun event and was well attended. We were graced with some beautiful rare IVES oddities, which included light green rubber stamped 181 and 182 cars, a beautiful array of IVES 3237 locomotives, an IVES donkey cart which was unique as it had the Ives Mfg. Company litho plate on its side, and a 1928 rendition of the 3245 short cab St Paul style electric with 187, 188 and 189 cars with window inserts, just to name a few.

During the meeting it was announced that a complete copy of the IVES bankruptcy papers had just recently surfaced. One of the most intriguing pieces of information included the complete inventory listings for the factory, the NY showroom and the San Francisco showroom. It was quite evident from these sheets that IVES had no chance of survival, thus the declaration of bankruptcy. At our October general membership meeting there will be a presentation to Society members of the information contained in these documents which may clear up many unanswered questions that have lingered in the minds of IVES collectors for the last 86 years. The IVES Candidate Special was also at this past meeting and was used as an example of what was really going on in 1928. Since our October meeting is about IVES in 1928, please bring any examples of 1928 IVES production which you own so you can make this a grand 1928 IVES event. Our membership remains strong. We had three new members sign up at the meeting and a fourth signed up in the blue hall.

As was the case last year, by the time you read this message Bertoia will have completed their May auction. There were some choice early IVES in the auction, so you may want to check the auction results to see how various pieces fared.

Please consider submitting an article about an IVES piece you may own or based on research you have done. Our publications can only maintain their quality if they are filled with pertinent information from our members. This information can only come from members such as yourselves. If you don't feel you can write an article give us the information and we will write it for you.

As testimony to the quality of our articles, I was approached by Mark Boyd, TCA editor, to see if we would be willing to share some of our past articles for publication in the TCA Quarterly. This will be a great opportunity to expose The IVES Train Society to a larger audience.

June is here. As with every summer this is the time for family vacations, picnics, beach time and all of those fun summer events. It's usually a quiet time for trains, but as we all know, something exciting always turns up. So be vigilant in your travels.

I'll remind you in September Tracks about the great 1928 IVES themed meeting that we are planning for the October York meet.

Summer is here! Don

## Montgomery Ward "0" Gauge Sets

by: David McEntarfer

To the best of my knowledge Montgomery Ward did not catalog any IVES prior to 1926. The catalogs always covered two years 26-27, 27-28, etc. In the 1926-27 catalog only the one Wide gauge set that Alan Grieme spoke of in his article in the March issue of "Tracks" was shown in the catalog.

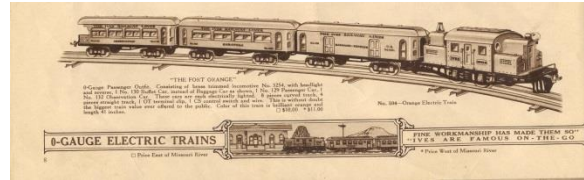
### 1927-1928

In the 1927-28 Montgomery Ward catalog two 0 gauge sets are shown: **48G96** and **48G97**, the "G" in the middle indicated which catalog it was in and the actual boxes were marked 48-96 and 48-97. I have a boxed 48-96 set, and it would appear to be identical to the Fort Orange set which is listed in the 1927 IVES catalog except it came in a plain brown box for Montgomery Ward. It's definitely an IVES box with no markings except the catalog number 48-96 stamped on one end.

**Below: MGW 48-96 "Rocky Mountain Special" Set and Set Box**



The picture above depicts a 1927 version of the 48-96. Note the plain box with a rubber stamping of the number 48-96. On the right is a picture of the Fort Orange set from the IVES 1927 catalog cut.



The MGW catalog calls the 48-96 set the "The Rocky Mountain Special". The other set 48-97 is the only one I've never seen in an original box, it's named the "Dixie Flyer" but looks to be the same as set no. 500 from the 27 IVES catalog named the "Green Mountain Express".



**Above: IVES Cataloged "Green Mountain Express"**

The MGM Dixie Flyer sold for \$5.48 while the cataloged "Green Mountain Express" sold for \$5.75/\$6.25. When it comes to 1927 sets one difference would be that the cataloged "Green Mountain Express" came with the Conductor's Outfit, while the MGW one did not.

### 1928-1929

In the 1928-29 catalog there are two 0 gauge sets, **48C96** which is a repeat from the previous year but in 1928 this set did not appear in the IVES catalog, and the MGW catalog simply named this set "39 1/2 inch electric train".

The other set being **48C122** which is a freight set that appears to be identical to Set 431 from the 1928 IVES catalog which was named the "Overnight Freight", and the MGW catalog simply called it "Electric Freight train with Lighted caboose". I have two boxed sets marked as 48-122, both have the same freight cars shown in

the IVES catalog and MGW catalog, although one of them has a painted rubber stamped gondola and caboose, both difficult cars to find. The set having rubber stamped cars has the “inside-out” box with the IVES label only visible on the inside after you cut the tape that sealed the box.



Above: MGW 48-122 Set with Lithographed Freight Cars, plus “Inside-Out” Set Box

Below: MGW 48-122 with Painted Rubber Stamped Gondola and Caboose, plus “Inside-Out” Set Box



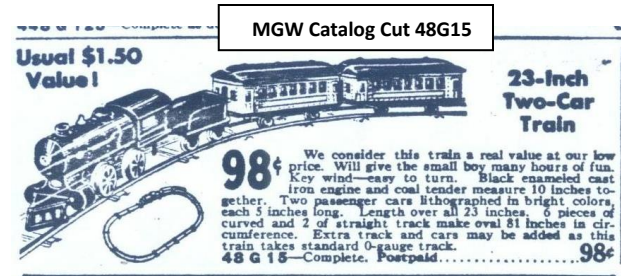
The second boxed set I have also has the IVES “inside out” box with the number stamped on both ends. It contains the regular lithographed gondola and caboose from the MGW 1929-30 catalog. Both the 48-122 sets have the brown lumber car which usually only shows up in 1928 sets. 1929 cataloged sets always came with the green lumber car. This set also has the litho lighted caboose only listed in 1928 sets. I’ve always felt that this set was the one from 1929, but can’t be sure and it definitely contains pieces categorized with 1928 cars.

**1929-1930**

The 1929-30 MGW catalog has the same two sets, **48E96** and **48E122** that the previous catalog had. The 1929 IVES catalog doesn’t show either of these sets.

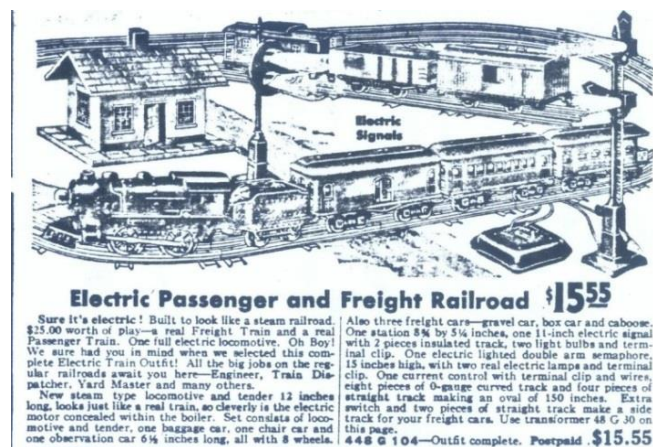
**1930-1931**

The 1930-31 catalog shows five IVES sets. Set number **48G15** (below cut) appears to be the same as the No. 30 set from the 1930 catalog labeled “The Mohican”.



Set number **48G104**, which is a combination electric steam engine passenger set with three extra freight cars. It also contains several accessories as part of the set, a station and two electric signals. Besides the fact that IVES never cataloged any combination sets like this, this is the set also contains the “Blue Vagabond” eight wheel cars with red trucks. These cars were not available anywhere else except from Montgomery Ward.

Below: MGW 1930-31 Catalog Cut of 48G104 Set





MGW 48-104 Set

Below: MGW Catalog Cut 48G106, 107, 108 Postpaid \$2.79

**Mechanical Passenger and Freight Railroad \$6.98**

A steam type train and an electric type. It looks like an electric engine—it has a clock spring motor that winds up. Two trains are at the siding waiting only for the engine—a 30-inch passenger train and a 41-inch freight train. Equipment consists of one station 8 1/4 by 5 1/4 inches, signal, one crossing gate, one double arm semaphore, one pair of switches, 10 pieces of curved track and 13 pieces straight track making a 270-inch oval. Passenger train has 7 1/4-inch electric type mechanical Locomotive; Freight train has 10 1/4-inch steam type Locomotive and tender. Both are heavy cast iron fitted with strong clock-spring motors, brakes and keys for winding. Tender loaded with artificial coal.

**4 Car Freight Train**

Passenger Train consists of 3 cars, each 6 1/2 inches long—baggage car with sliding door, pullman passenger car and one observation car with rear platform. Freight Train has four cars, each 6 1/2 inches long—one stock car, one gravel car, one merchandise car and one caboose. Track permits freight or passenger trains to be switched to inside track allowing other train to pass at full speed on outer oval. You can change engines around and have a lot of fun switching.

448 G 106—Complete. Postpaid..... \$6.98

**30-inch Passenger Train Outfit \$4.75**

Same Passenger Train as shown above. Train has 7 1/4-inch cast iron red enamelled electric type mechanical locomotive with key and guaranteed clock-spring motor. One baggage car, one parlor car and one observation with rear platform. Oval track with running surface of 180 inches includes ten curved and 4 straight pieces of track. Also two switches. One train clock, one danger signal, one crossing gate, one double arm semaphore. Station 8 1/4 by 5 1/4 inches. Bridge 2 1/2 inches long.

448 G 107—Complete as described. Postpaid..... \$4.75

**41-inch Freight Train \$2.79**

To complete your train "yard" you'll want this 41-inch Freight Train. The same engine and cars shown above in the ad. Big 10 1/4-inch cast iron engine is fitted with piston rods and brake and guaranteed spring motor. Key for winding. Coal tender filled with imitation coal. Live stock car, gravel car and one box car and the caboose with cupola for brakeman. Four cars, each 6 1/2 inches long (illustrated with markings of real freight cars). Oval track with running surface of 120 inches includes 8 curved and 4 straight pieces of track.

448 G 108—Complete as described. Postpaid \$2.79

The next set was a mechanical train No. 48G106, which consisted of a combination of passenger and freight cars. This set had two engines, one a No. 66 steam and the other a No. 30 electric style. There were 4 freight cars that went with the No. 66 and three passenger cars that went with the No. 30, this later set was in the catalog but listed it as coming with a No. 26 clockwork. There was also a station and several mechanical accessories. Obviously this was never cataloged in the regular IVES catalog, but all the pieces were regular cataloged items. When I got this set it was boxed, took everything out to photograph it, but for past 10 years I have been unable to get everything to fit back in the box the way it came.



MGW 48-106 Set with Boxes



MGW 48-106 Set on Display

The last two sets in the 1930-31 MGW catalog were 48G107 and 48G108. These sets were simply the freight train and the passenger train from set 48G106, just packaged separately. The 1930-31 catalog also listed an IVES electric locomotive for separate sale which appears to be an Orange/Black 3261. The 1930 catalog did show an Orange/black 3261 pulling a single set but didn't show it for separate sale. Besides the regular catalogs I have a Christmas Sale Catalog that I assume must be for Christmas 1930 which shows 4 of the 5 sets listed with Special Christmas pricing offering large discounts.

Hot Ziggity! Complete Passenger Railroad

One of the finest Xmas Bargains ever offered! A big, 30 inch Passenger oval track same as at left above. Train has 7 1/4 inch cast iron red enamelled electric type clock-spring motor. One baggage car and one observation with rear platform. Each car 6 1/2 inches long. Oval track with running surface of 180 inches includes 10 curved and 4 straight pieces of track. Also two switches, one train one double arm semaphore. Station 8 1/4 by 5 1/4 inches. Bridge 2 1/2 inches long. We Pay Postage..... \$2.89

448 M 107—Complete outfit..... \$2.89

**\$9.95 Complete Was \$15.00**

Special Xmas Bargain. Complete ELECTRIC Passenger and Freight Railroad

To make this an Extra Merry Christmas we've reduced our former low price by \$5.00! In other words, this complete electric train outfit with Passenger Train, Freight Train and all the accessories is yours for only \$9.95! New steam type Locomotive and tender 12 inches long. Looks just like a real train as does the electric motor concealed within the boiler. Set consists of locomotive and tender, one baggage car, one observation car, one stock car, one gravel car, one merchandise car and one caboose. One station 8 1/4 by 5 1/4 inches, one 11 inch electric signal with 2 pieces insulated track, two light bulbs and terminal clip. One electric light bulb, one semaphore, 15 inches high, with two tall electrical clips and wires, eight pieces of 7/8 gauge curved track and four pieces of straight track making an oval of 180 inches. Four switches and two pieces of straight track make a side track for your freight cars. Also two switches, one train one double arm semaphore. Station 8 1/4 by 5 1/4 inches. Bridge 2 1/2 inches long. We Pay Postage..... \$9.95

448 M 104—Outfit complete..... \$9.95

Every Boy Wants These Gifts

TRAIN and all ACCESSORIES Only \$2.99

Oh Boy! Here's Your Complete Mechanical Passenger and Freight Railroad with strong clock-spring motors, brakes and keys for winding. Tender loaded with artificial coal.

Passenger Train consists of 3 cars, each 6 1/2 inches long—baggage car with sliding door, pullman passenger car and one observation car with rear platform. Freight Train has four cars, each 6 1/2 inches long—one stock car, one gravel car, one merchandise car and one caboose. Track permits freight or passenger trains to pass at full speed on outer oval. You can change engines around and have a lot of fun switching.

448 M 106—Complete. Postpaid..... \$4.59

We Pay Postage..... \$4.59

Above: MGW Christmas Catalog Cuts

The numbers were the same except the middle letter on these set numbers was "M" not "G". Also set 48G108 in the 1930-31 catalog showed an IVES freight train. The same set on the Christmas flyer showed an American Flyer freight train. I do have the MGW 1931-32 catalog and though it has a lot of train sets it does not appear to be any made by IVES.

# 1928 ANNOUNCEMENT OF THE PURCHASE OF THE IVES MANUFACTURING CORPORATION

Charles R. Johnson, president of the Ives Manufacturing Corp., Bridgeport, Connecticut, with a group of financiers, has completed the outright purchase of the Ives Manufacturing Corp. Mr. Johnson joined the company about a year ago, and assumed the office of president in September, 1927, succeeding Harry C. Ives, former president of the company, who became chairman of the board of directors.

The new organization will carry out the Ives manufacturing and selling plans, and the fulfillment of its contracts.

Mr. Ives continues as a member of the new Ives organization.

#### Additional Capital Interested

The company has enjoyed a remarkable increase in the volume of its business, and with the new organization and additional capital will be in position to continue to expand.

Pride of name and reputation of the Ives miniature trains and accessories, both mechanical and electrical, was one of the main reasons why this group of financial men were interested in the acquiring, with Mr. Johnson, of the Ives business. This was the first company to make windup miniature trains that operated on miniature railway track. Since then the development of the miniature mechanical and electrical trains is a very cherished chapter with this company, and it is with a good deal of pride that it announces that the old organization is to be kept going.

**Established 60 Years Ago**

The start of the Ives Manufac-

turing Corporation was in 1868 in the little town of Plymouth, Connecticut, and was started by Edward R. Ives, the founder of this business, in a little barn. He was one of the pioneer makers of toys in this country. Prior to that time, the toys were either crudely made in the homes or were imported to this country from abroad, and they also were decidedly crude.

When the toy trade of the elder Mr. Ives grew, the old barn and the business came to Bridgeport in 1871. There were many changes in the kind and type of toy made as time went on, and there were some changes in the name, which was in the early days operated as a personal business by Edward R. Ives, until finally in 1902 it was incorporated in the name of the Ives Manufacturing Corporation, and the present H. C. Ives has been connected with it in its various development for

over 40 years and shortly after 1902 became active manager and later its president.

#### Far Western Headquarters

Pacific Coast Ives headquarters are at 766 Mission Street under the management of H. P. Macbeth. The company also maintains its New York office at 200 Fifth Avenue, and Chicago office at 36 South State Street.

#### RIEMAN, SEABREY PRESIDENT RETIRES

Riemann, Seabrey Co., Inc., of New York City, announce the retirement of President H. W. Shaw, and the election of the following officers: C. W. Ely, president; Rudolph Stoltz, vice-president and treasurer; L. A. Carll, secretary.

Mr. Shaw has retired permanently from business, and has disposed of his interest in the Riemann, Seabrey Co. to his former associates.

#### TREATISE ON PATENTS PUBLISHED

Members of the trade interested in securing patents on any device or following this end of the business will be interested to know of the publication of the fourth edition of Oscar A. Geier's treatise on patents.

Mr. Geier is a patent attorney and a member of the firm of Richards' & Geier, of 274 Madison Avenue, New York.

Copies of this book can be secured by application to that office.



*H. P. MACBETH  
Pacific Coast Manager*

## NOTE:

**PUBLICATION OF THE ABOVE UNKNOWN**

**NO MENTION OF BANKRUPTCY SALE ATTENDEES**

**NO MENTION OF LIONEL OR AMERICAN FLYER INVOLVEMENT**

# Ives Mysterious Speed Check

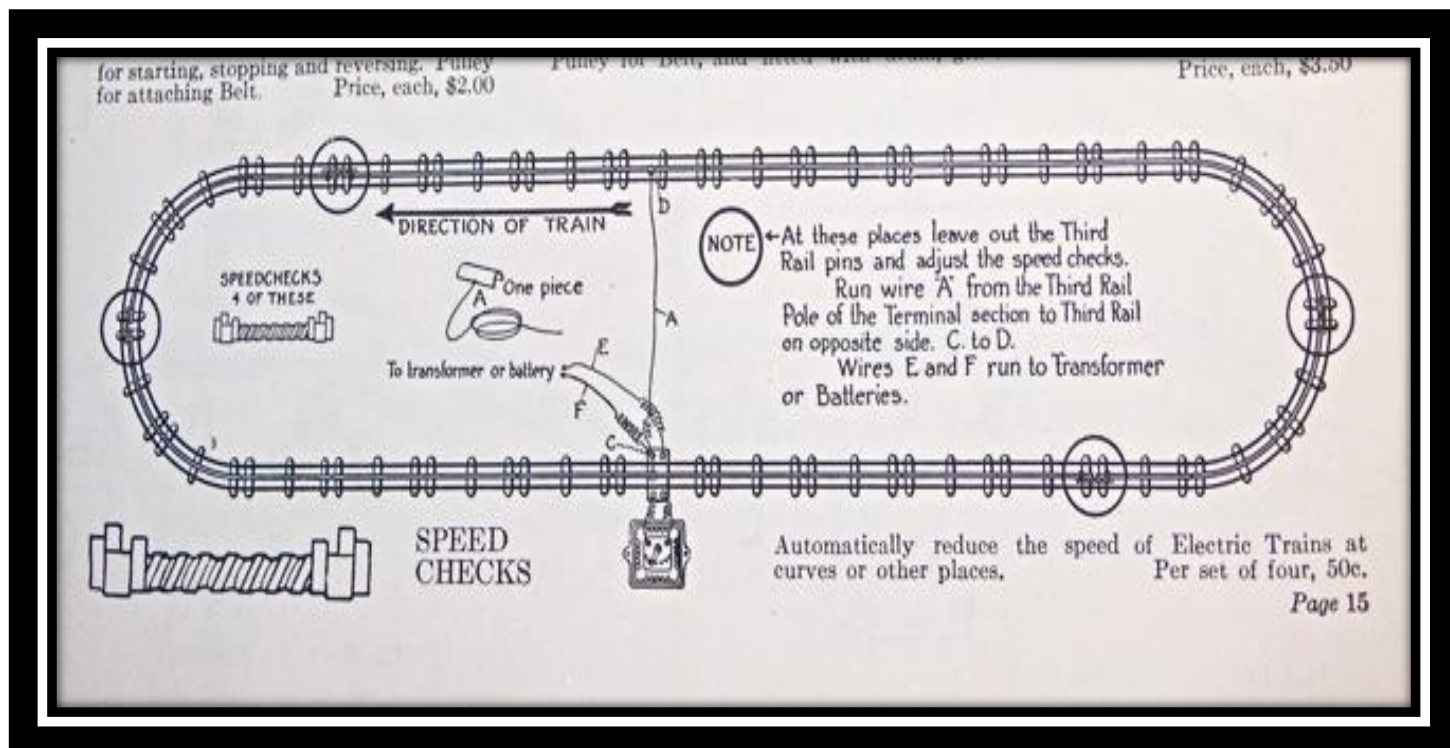
By: Andrew and Barbara McIntyre

On page 15 in the 1915 IVES catalog there is a device named 'Speed Check' which automatically reduces the speed of electric trains at curves or other places. IVES marketed the product showing a set of four for 50 cents. Judging from the illustration its length was approximately 1.25 inches. The instructions for placing these are noted on the diagram below. Unfortunately we have never examined one.

We presume that speed control was a problem because a continuously variable controller was not available in 1915. The instructions state, "—leave out the Third Rail pins—"which means that no electrical current is present in that isolated section. Thus the question: as there was no electrical current what precisely did these Speed Checks do? Were they an additional friction brake? The Ives diagram shows that only the track leading into and to the mid-point of the curve was isolated, and Speed Checks were attached between rail sections at the beginning and at the end? If it was a brake the Speed Check at the beginning is understandable but placing one at the end is not.

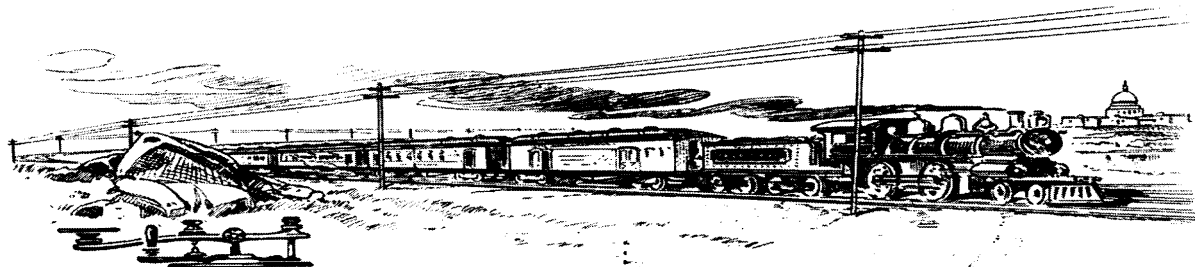
Like the "Controllophone" which also appeared in 1915 this item had a short life. We do not own a 1916 catalog. It is not in the 1917 catalog but on page 17 in that catalog the last sentence on instructions reads, "If one or more sections of "dead" track are desired, remove one or more loose pins from the third rail". There, that solves the problem, and you do not have to spend 50 cents nor do we have to mention that our C. S. Control Switch is unsuitable.

Does any member of the Ives Society have a 'Speed Control', If yes please describe its construction. How was it attached to the rail and how was it packaged? We would appreciate any input - please send to [barbclim@comcast.net](mailto:barbclim@comcast.net)



<p><b>KEY SOCIETY POINTS OF CONTACT</b></p>	<p><b>Donald J. Lewis, President</b> 35 Harwood Drive Danbury CT 06810 (203) 792-5090 (203) 417- 7783 (Cell) dorfan@comcast.net</p>	<p><b>David McEntarfer</b> Director Membership Chairman PO Box 72 Forestville, NY 14062 (716) 679-5782</p>	<p><b>Martin Fasack</b> Director/Tracks Editor PO Box 937 Plandome, NY 11030 (516) 627-8804 Fax (516) 627-6632 fasttrack@rcn.com</p>
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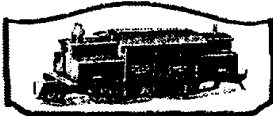


**THE IVES TRAIN SOCIETY  
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**Make Happy Boys**