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June 2021

IVES TRACKS



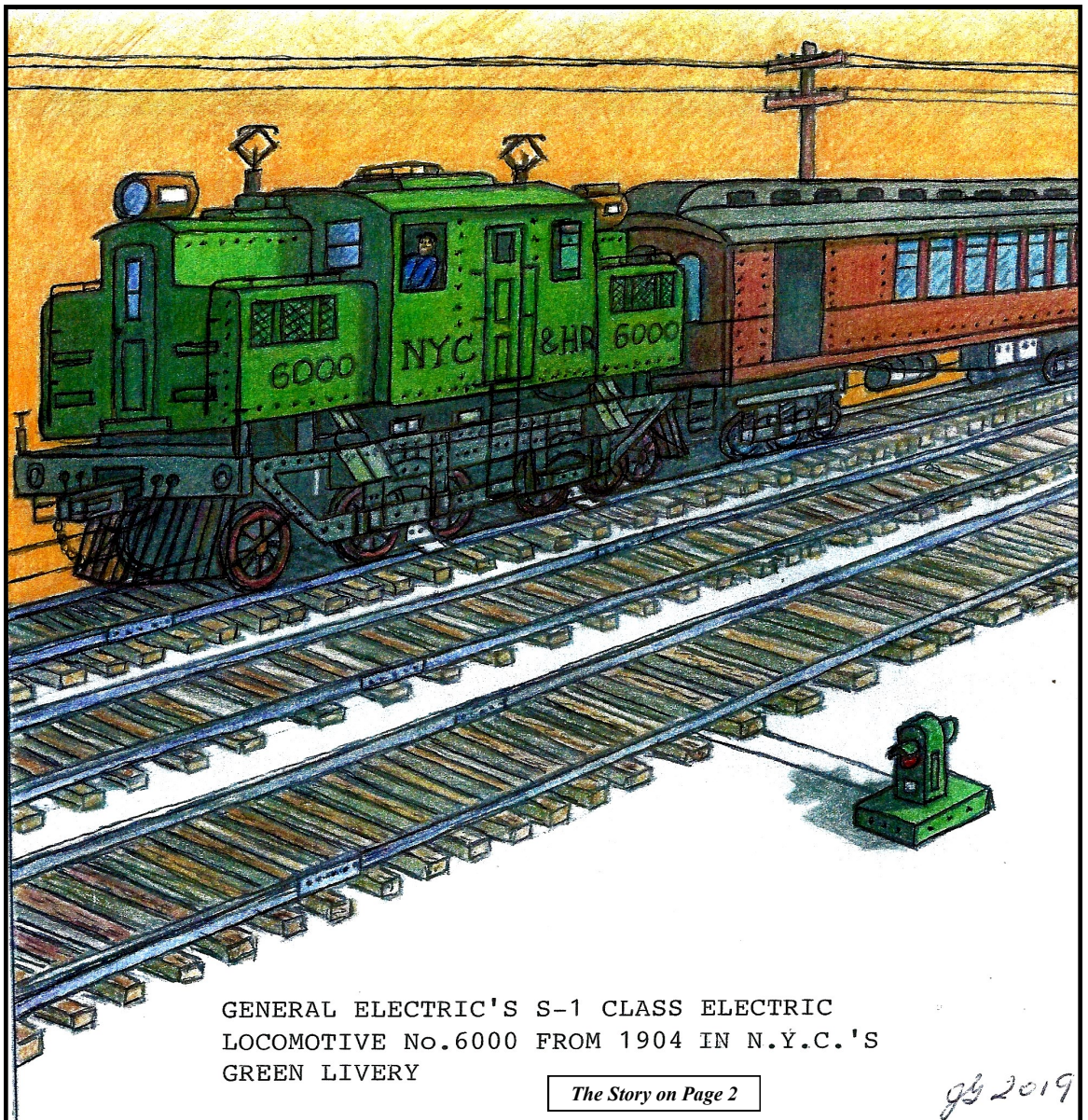
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GENERAL ELECTRIC'S S-1 CLASS ELECTRIC
LOCOMOTIVE No.6000 FROM 1904 IN N.Y.C.'S
GREEN LIVERY

The Story on Page 2

gg 2019

General Electric's S-1 Class Electric Locomotive

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

Since the ALCO-GENERAL ELECTRIC S-1 LOCOMOTIVE of 1904 was so important as a prototype for IVES very successful ONE-GAUGE electric cast-iron locomotives, I felt it important to present a brief yet comprehensive historical background on these early electrics, and perhaps some IVES SOCIETY members would like hearing more about the early history of these locomotives that lent themselves so well to IVES ONE-GAUGE production.

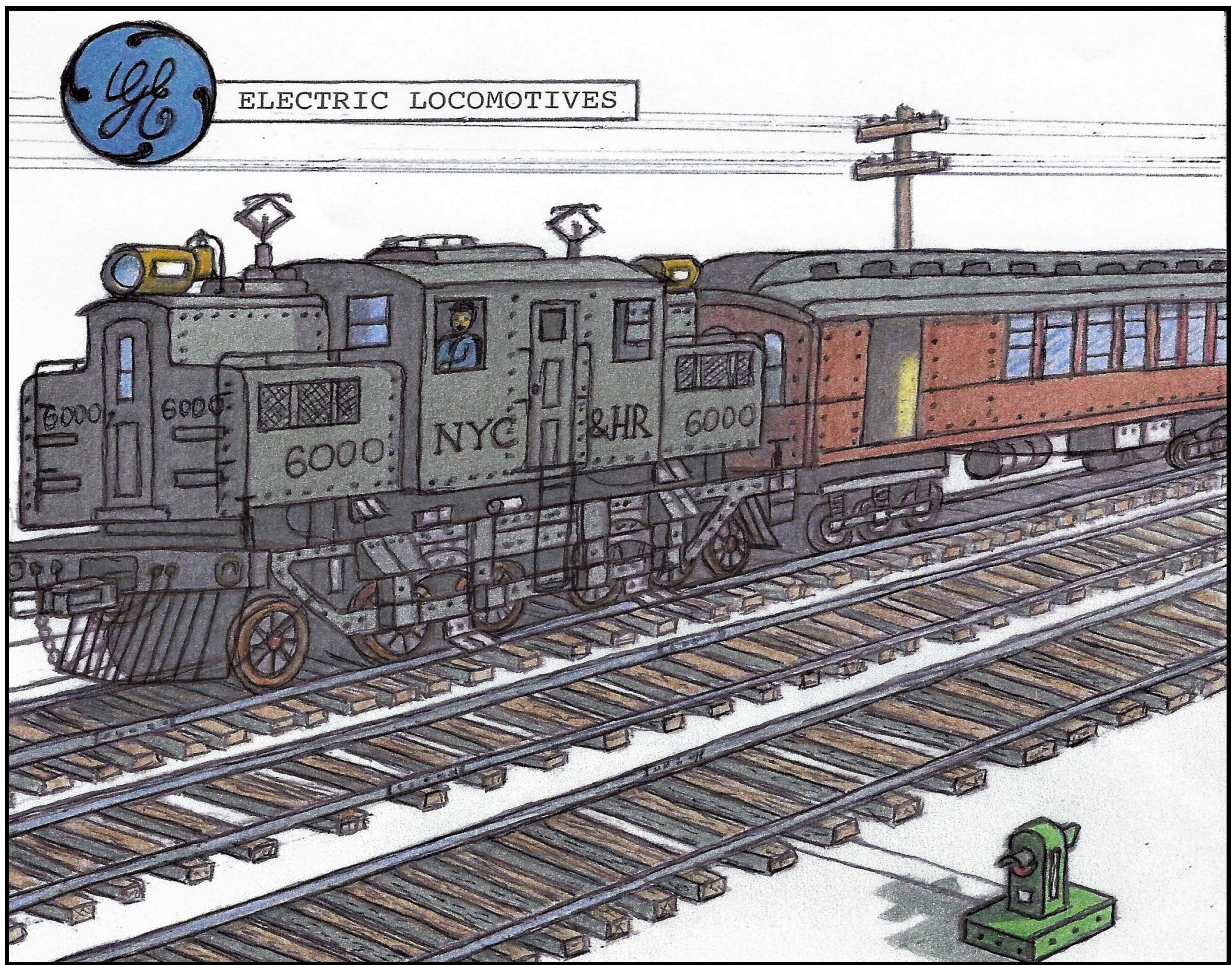
In April 1892, the General Electric Company was founded by Thomas Edison, J.P. Morgan, Charles Coffin, Elihu Thomson, and Edwin J. Houston. Almost from the beginning, GE was involved in the railroad industry and the emergence of the electric locomotive. In 1880, Thomas Edison began experimenting with electrification, and at that time tested an early example of an electric locomotive, powered by a dynamo, in Menlo Park, New Jersey, but it was never marketed. Early on GE teamed up with the American Locomotive Company (ALCO) in competition with Westinghouse, which had joined with the Baldwin Locomotive Works of Philadelphia to produce their early electric locomotives.

It was Frank Sprague in the 1880s that first developed a working traction motor that could be used on an electric street car, gathering electric current from an overhead catenary system, contacted by a trolley pole. The 660 volt DC traction motor was positioned between the power truck frames and geared directly to the drive wheel axles, with the electric current being discharged through the rails. Usually the DC traction motor produced a lot of heat while in use, so an air cooling system had to be devised to prevent damage from overheating.

The early GE electric locomotive was a 1-D-1 wheel configuration with eight drivers and 2-wheeled pony trucks under each end, and numbered 6000 (see cover illustration). These S-1 locomotives were later rebuilt to the S-2 classification, with 4-wheel pony trucks under each end; none of the S-Class locomotives had articulated frames. They had a track width gauge 4ft. 8inches, with a 36 inch diameter leading wheels and 44 inch diameter drive wheels. Continued on next page.....

President's Column

by: Don Lewis



John Gray sent me two covers for the same article. I thought all were great and decided to print them both.

Continued from previous page.....

The length of the S-1 and S-2s were 39 feet and weighed in at 228,000lbs, while its adhesive weight was 148,000 lbs. It had four GE 84 550hp motors at 410KW, mounted directly on the axles, developing a traction effort of 37,000lbf, and attained a speed of 60 mph with full complement of coaches. GE's S-Class locomotives collected an electric charge from an outside third rail via an extended contact shoe, and was able to achieve a speed of 75 mph on a test track alongside the New York Central's main line at Schenectady, NY, generating between 2,200 and 3,000 horse power; they were first used on the New York Central Railroad in 1904 to replace the steam locomotives. The small pantographs on top could be raised or lowered by a piston when the locomotive entered a tunnel with a charged over-head system. They were clean, energy efficient, and quiet, whereas their steam counterparts definitely were not. The S-1, S-2, and S-3 locomotives were marvels of electrical engineering for their time, and were built for heavy, large-scale electrification, with only a few remaining in service until 1960. Three of these GE S-Motor locomotives were preserved in two separate museums; one at the St. Louis Museum of Transportation, and the others at Illinois Railway Museum.

IVES AND GENERAL ELECTRIC'S S-CLASS LOCOMOTIVES

Because of the public's fascination with GE's S-Class locomotives, IVES chose them as the prototype for their early electric toy locomotives. In 1910 IVES produced its first O-GAUGE 3238 cast-iron locomotive, modeled after the GE S-1 type, and likewise in 1912 IVES again chose the S-1 prototype for their larger 1-Gauge 3239 and 3240 cast-iron electric locomotives, creating a sensation in the toy industry. But with the advent of Wide Gauge (Standard Gauge), IVES switched to the S-3 class for its prototype. The 3241 and the 3242's were IVES standard wide gauge tin plate electric outline locomotives, but the 3243 more closely represented the GE S-3 prototype, with 4-wheel pony trucks mounted under each end. Eventually other toy train makers used the GE S-Series electric locomotives as prototypes for their toy electric locomotives, but only IVES, and the German toy company, Bing, ever came close to producing reasonably accurate toy replicas of these wonderful early electric locomotives.

Editors note: The individual floor toy cars on the next three pages were placed in an email to all our members from Dave McEntarfer back in September 2019. These cars are all rare and for those members that do not have email they are shown here for your review.



Above is another set of the large 0 gauge passenger cars. **Very similar to the very nice ones on page 2**, except this one has gray trucks and the green Philadelphia car is not in the best of shape, rust and corrosion mainly on the trucks and wheels, some on frame. One side has some areas where some litho has flaked off. The roof was gray, but someone started trying to paint it black, the gray is still underneath and I believe the black paint will come off with a little work or just repaint it black.



Above are two small 50 series freight cars. This is the 53 box car and 55 Stock car. The condition on these two cars is unbelievable, the lithograph is flawless and Like New. The down side is the stock car is missing its roof. These are the early small freight cars that were first introduced by Ives back in 1908 and were never cataloged, the track versions are impossible to find, these cars have the same body with just the plain floor train base. In case you noticed on the stock car one side is gray and the other is brown, both sides are original.



The above car would have to be classified as Bizarre. At least I've never seen anything like it. It's a floor train, it's a passenger car, it's an Express car that has a completely different lithograph than the earlier cars, it has a wood plank lithograph very similar to the Newark cars, but what's really odd is the color, the pictures have a little bit of reflection from the flash, but the car is a deep brown with blue and yellow highlights. I have seen this lithograph (rarely) in yellow and red, but never seen anything in this color. The lithograph itself is Excellent. The roof and frame have some missing paint spots and yes it has cast iron wheels that are peened on, like the cast iron floor toys. Have no clue what this car may have come with.



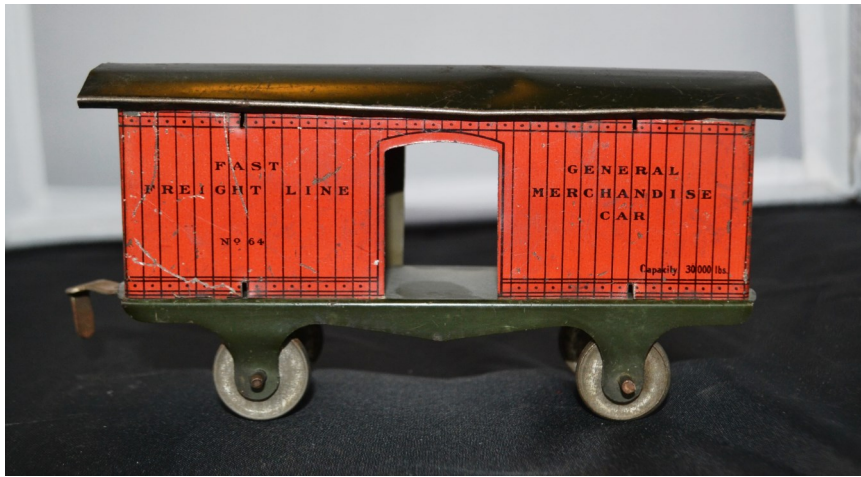
This is the drawing room car that matches the car on the previous page except the condition is an easy C6 and has green trucks versus gray T-trucks. This is unbelievable condition for this piece. If you have Rick Ralston's book on cast iron floor trains, these exact cars are pictured on page 100.



Above is the large 0 gauge inboard style baggage car, it is actually a late one with fixed green T-Trucks (1910-12). The condition on this baggage is an easy C6 maybe better, you won't find a better one.



The above picture is an early floor toy version of the Philadelphia passenger car in yellow. It's pre 1910 with the inboard trucks. Looks just like a track version of the car except it has non-track floor wheels and the inboard trucks are fixed and won't move. Overall condition is C5. There are some minor rust spots on one side. The solid green roof is correct for this car.



Pictures attached to this email show a 164 floor box car in red. Condition is C6, Price is \$2000.



The photos attached to this email show a 165 Stock Car, condition is C6, price is \$2000.



Pictures attached to this email are for a cream colored 163 gondola, owner thinks this is C8, I would put it at an easy C7. Price is \$2200



The pictures attached to this email are of a No. 166 tank car, condition is C5-C6, price is \$1700.

As seen and reprinted from the Facebook group "Tinplate Toy Trains" on 1/23/2019

Comments by, Leonard Carey Williams:

"Hello Tinplate Worldfloor toys were still a big business in 1909....and Ives wanted in ...July 1909,Playthings magazine"

PLAYTHINGS



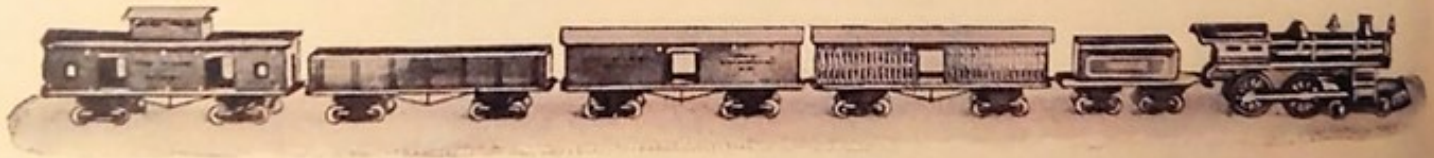
Series No. 300



Series No. 310



Series No. 320



Series No. 330

Eight of the twenty-four numbers of Floor Trains we are showing this season

The Ives Miniature Railway System

The Leading Lines

HENRY C. SCHNIBBE
641 Broadway, New York

The Ives Iron Toys

BAKER & BENNETT CO.
643 Broadway. - New York

The Ives Manufacturing Corporation
Bridgeport, Conn.

Kindly Mention PLAYTHINGS When Writing to Advertisers.

[Dave Mcentarfer](#) : Ives had been selling Iron floor trains since the 1880s, this ad showed their new line of Steele floor trains. I believe these trains were at dealers by Christmas of 1908, the first mention of them was a Feb. 1909 ad in Playthings. The bottom 2 sets are 1 gauge in size and are extremely rare.

[Randy Holden](#): Yes, as Ralston's superb book details, Ives had been selling beautiful iron floor trains for a long time, not to mention their spectacular tin windows. That said, I'll take the set on the bottom of the page please!

[John Basile](#): A comparison with 1910 catalog shows or lists each of these shown, and the number series correspond. The only difference I could see . is the place in line

[Dave Mcentarfer](#) [John Basile](#) note that this ad shows the large passenger and freight cars (0 gauge size) with inboard trucks like the track versions.



[Dave Mcentarfer](#) While the 1910 catalog shows these same cars with the T Trucks, like the new Saratoga Cars.



Comments by Dave McEntarfer:

Rare set in rare condition. Set No. 304, circa 1910 is a floor toy freight set. These sets had no power, the kid just tied a string to the engine and pulled them around the floor. You have to wonder how this kind of set survived 110 years and is still in pristine condition. Except for the stock car missing a roof, this set looks like the day it was made



Comments by Dave McEntarfer: Below is a very rare "0" Gauge Floor Train.

It has a similar boiler casting as the 1910 version of the large No. 25. The tender had no coupler, just a slot for the coupler of the first car of the set. It is so rare that Lester Moris stated on this Facebook listing "Always wanted this set but never even saw one."



This baggage car can be dated as 1910 or later as it has the 'T-Trucks', earlier versions used the inboard style trucks. Ives updated their passenger cars to the Saratoga style cars in 1910, but continued to use the older Philadelphia cars for the floor trains.



The drawing room car as they called it in green. For some reason Ives only used this green litho on the Philly car when used as a floor train. Either way this is a very rare car especially in this condition.

Comments by Dave McEntarfer:

Below is a very rare "0" Gauge Floor Train. Floor Train Set 322 from 1908. Very early large size passenger set in excellent condition. Ives sold 1,2,3 and 4 car sets, rare in any condition, but never found in this kind of pristine condition.



Comments by Dave McEntarfer:

Some variations are hard to explain. The following pictures are all Empress cars, but they have re-designed lithography with wood plank detail. Empress/Princess cars were first introduced around 1903 and came in several different colors. Wood grained lithographed cars were first seen around 1910 when the Harvard / Yale cars were introduced. These cars seem to pre-date 1910 and if there's a matching Princess car I've never seen it.



Green / black and gold, details seem to indicate 1908



Yellow / green with blue details and black lettering again around 1908



Floor train version in yellow / red and black lettering.



This one is a brown, almost olive color with green detail and gold lettering, never seen this color on any other lithographed car, the wheels are cast iron like the cast floor toys

Comments by Dave McEntarfer:

This small green windup was made by Ives somewhere around the turn of the century, it's a windup floor toy and uses the same body as the track train version from 1901. This is the only one I've ever seen, don't know what came with it as the body is tin and it's only about 4" long. Anyone out there have any more info on this engine. The engine works but you have to wind it backwards, counterclockwise. Then it runs forward.



Some IVES Oddities That You Might Not Have Seen

Once in a while our fellow collectors come across some Ives variations that we have never seen. In most cases it doesn't enhance the value of the particular piece but gives us some insight as to the Ives production methods at the time.



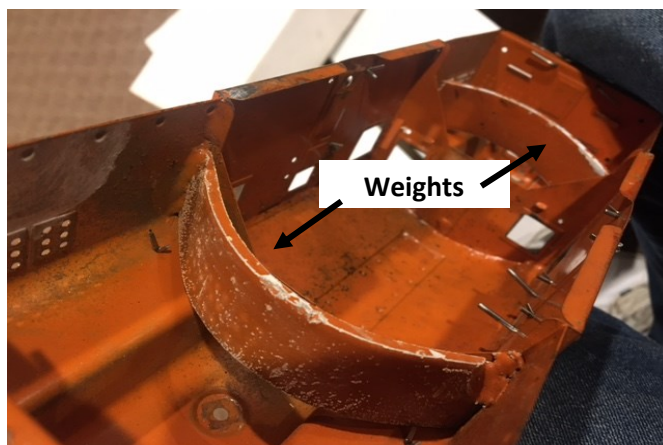
Left: 1132 motor with rarely seen early brush block. I also noticed the gears are thinner than the usual ones on my other locos. This is very early (1921) Ives standard gauge production. Mike Vargas



More Common Castings and Brushes



This variation showing the special weights on a 3243 was also found in the Don Lewis Collection



Comments by Dave McEntarfer:

Actually rarer than the Wide gauge versions are the 0 gauge Wanamaker sets. Here is the cheapest version (and maybe the rarest) Train No. 2 (see picture below) with a small No. 1 windup and a No. 11 tender. The Wanamaker logo did not appear on the engine or tender, but neither did any of the regular Ives markings. The cars of course had the full logo in Wanamaker brown. The sets that came with the larger No. 17 tender did have the Wanamaker logo stamped on them.



Comments: Dedlea Nightshade: The chair car is very nice. I love Bing and some comments from other collectors have suggested that Ives was used by Bing as a model for their North American road name production and that influence is certainly apparent in the Chair car. Obviously many Bing North American road name sets took their styling cues from Ives.

Stephen R Harris: Hi Dave--you have now solved a 23 year old mystery for me. In September 1996, I purchased Bert Race's entire toy train collection, except for an alleged gray? Wanamaker set that he wanted to keep. As I loaded the trains in a Penske truck, he checked everything, but sadly he could not locate it. Now I understand what Bert was looking for.

Comments by *Ted Valis*: Over a week ago, a post was made of an Ives Wanamaker "O" gauge passenger set. Here's the set I once owned. Could it be the same?



Comments by *Marty Fasack (Editor)*: The set below is interesting in that we have the small tender with the Wanamaker logo and the locomotive cab also containing the Wanamaker logo.

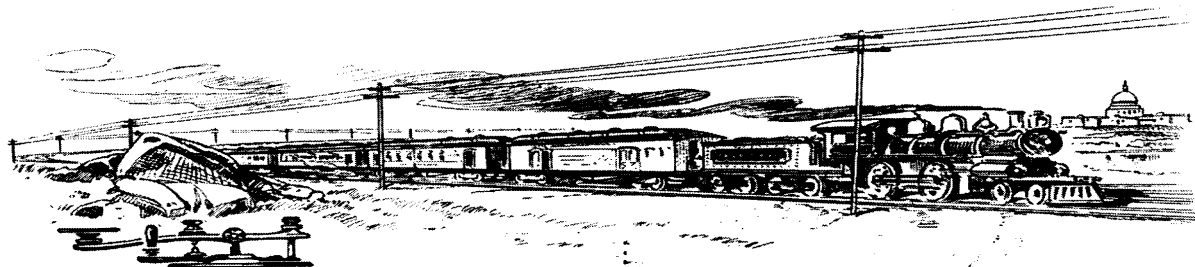


Wanamaker logo on Locomotive



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