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IVES TRACKS



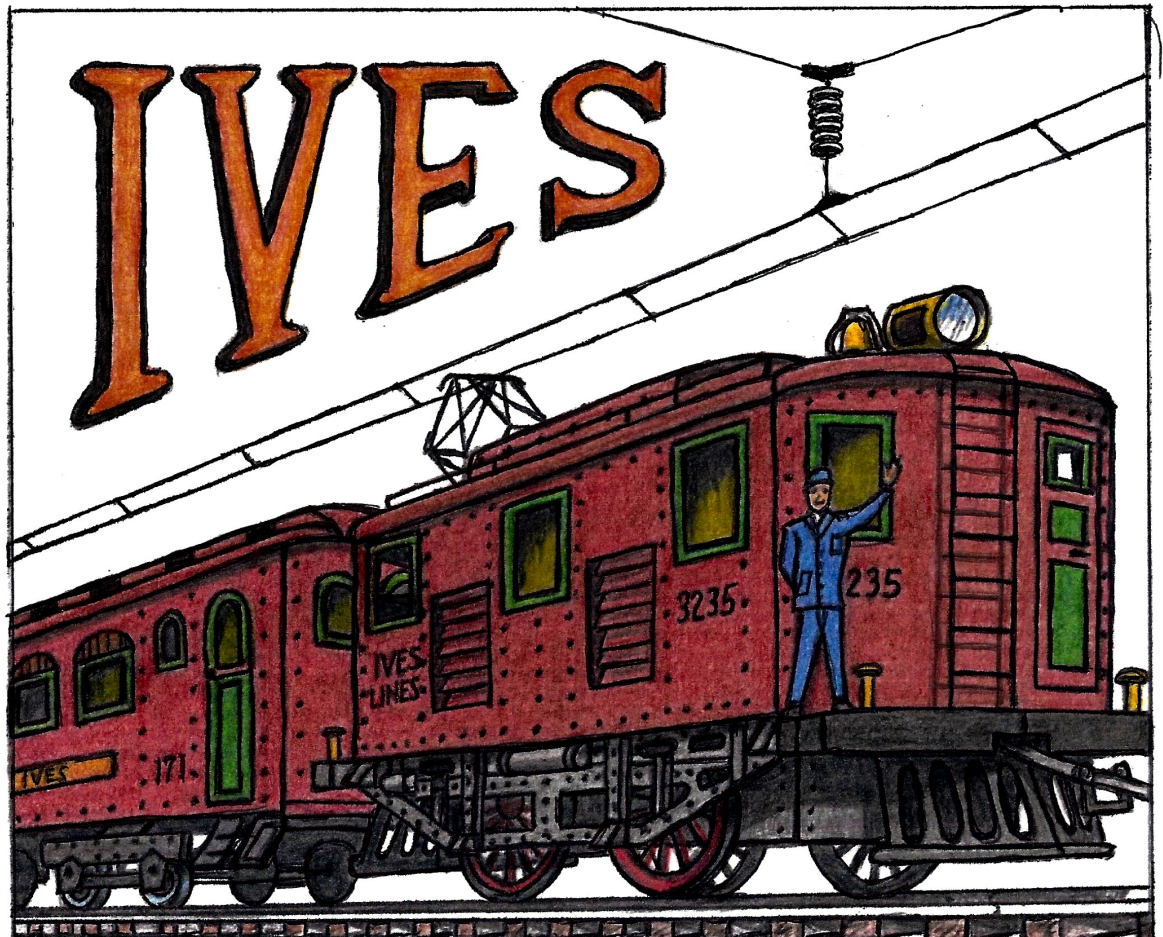
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*"Proud to be an
Ives Engineer"*

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The Story on Page 2

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 railroads, 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

Comments by John DeSantis:

These are pre-production Ives baggage cars which would have matched the 2 1/4 Gauge large 180 series cars. They were never added to the line of course, and when the first one (upper shelf) surfaced a couple of decades ago it was presumed that like most prototype pieces there would have been only one original made.

Then in an auction last month the piece on the lower shelf turned up. The lower car has the added "New York Central" identification rubber stamped, along with slightly different rivet patterns. Both pieces bear car numbers at either end of both sides - they are cars "1430" and "1431".



It is that car number sequence that now raises a new question: are they prototypes considered for production and rejected, or is it possible that they were made for a specific display, the showroom, or for Toy Fair as part of a specially expanded set of the usual combine-pullman-observation? Needless to say, having two baggage cars in a five car consist would be strange, but...They are Ives normal construction throughout, and the paint - both to the eye and under blacklight - is regular Ives orange. They match production sets exactly.

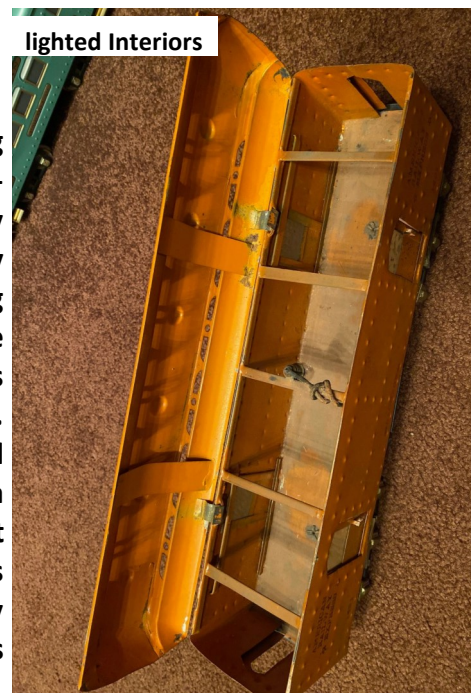
Randy Holden:

It's really interesting they have different rivet patterns on the two cars. Also, very curious they wouldn't have already used existent Ives combine doors instead of these unique domed doors, but, the car Dave Wallace posted pics of also has the same unusual doors. Other than the trucks and the roofs, they weren't using off-the-shelf parts for these!

John DeSantis:

Both of these cars were unquestionably painted at the Ives factory, using the standard Ives orange paint. They both test flawlessly under the blacklight. Blacklight testing is the one infallible tool for determining authenticity on all painted pre-war (lead-based paint) train surfaces. This is especially essential with unique pieces such as prototypes or factory specials. Placing the piece in question side-by-side with a known authentic original of the same paint color, the blacklight reveals immediately whether the paint is "factory". Either the colors fluoresce in exactly the same hues or they don't. An after-the-fact paint job or touch-up - even using lead paint and applied by an expert - can fool the naked eye. But the chemical composition of a specific batch of factory paint can't remotely be matched - even different paint batches of the same color at the factory can be distinguished. This is most apparent with colors that were used by a manufacturer across many years. There are at least four different-to-the-eye subtle shades of "Ives orange" harkening from different periods of production across the 1920's.

Under blacklight all four shades are clearly related to each other, but each fluoresces distinctly - and each will match the fluorescence of that same subtle shade when placed next to an authentic original piece.





Analysis of the Ives Showroom Photo

BY: John DeSantis



Of the four individuals most prominent in the foreground, the young woman on the left is almost certainly one of the showroom hostesses. The other older woman is likely the spouse of one of the two men.

One of the two men is likely C.L. Rivenburgh, who was to oversee the showroom for Ives. The remaining man may be Fred K. Braitling, whose firm shared the showroom with Ives. Braitling made doll shoes, wigs, and accessories in Bridgeport. Or one of the men may be a prominent toy buyer well known in the industry - it is after all a publicity shot intended to impress distant toy buyers to visit.

Here's what "Messrs Ives" has to say about the reception that the photo documents:

"The same year, the most famous of Ives showrooms was opened in the arcade of the Fifth Avenue Building, a mirror-lined wonderland which was thronged with buyers and friends, invited by engraved invitation, for the opening day. It was shared with Braitling, and Harry Ives, Fred K. Braitling, and C.L. Rivenburgh, who was to be in charge of the quarters, received the guests, assisted by a number of young ladies connected with the salesroom, and two or three from the factory. One center of attraction, we are told, was a large bowl of what was labeled, somewhat lugubriously, "Prohibition Punch". The salesroom had formerly been a banquet room, and later, refreshments were served in the adjoining restaurant. Among the speechmakers who felicitated Harry Ives, was A.A. Jones, the toy buyer for Harrods of London, who had been buying toys from the company since the days of Ives, Blakeslee & Co, and availed himself of the occasion to present Harry with an order for several thousand dollars worth of trains."

Also of note, this showroom space is the same that is later converted by Ives to the "railroad station" theme in 1929.

The elaborate French panel trims of the walls and ceiling are visible above the newly installed display units in images of the new 1929 showroom.

This same space is today the area to the left of the ground floor Fifth Avenue entrance of the Eataly retail food complex in New York, within the 200 Fifth Avenue Building. Remnants of the marble mosaic floors are still visible around the bases of the sales counters.

A Great Christmas Letter By: Marty Braun

I received the attached letter many years ago when an article was published in TCA Quarterly about me collecting Ives. It was from Ken Cook of Florida. It was a very friendly letter and he went on to included a copy of a story written by Mark Savage telling of a touching story involving Harry Ives and Christmas. I thought it might be a nice addition to Ives Tracks with Christmas almost upon us.

*Hello Martin -
As I will be 84 in November I print most of
my letters because my writing is sometimes
illegible.
From the start in TCA Quarterly it seems
you are definitely an Ives man. My first trains
were Ives wind ups that an aunt used to get me
each Christmas, usually about all I had left from
previous years would be a passenger car.
Now as a repair man for about 55 years I came
to realize that Marx trains were best value
for money spent and my collection (small now) is
mostly Marx and my own creations. I sold a
collection in 78 that had about 200 locos,
to get back to Ives I thought you would like
this story. It was in a quarterly some years ago.
I wrote Mark Savage and he kindly sent me an
autographed copy of which this is a copy.*

*Ken Cook
203 N. VULCAN TERRACE
PO BOX 100
34384*

TCA HR 57-235



Hello Martin, As I will be 84 in November I print most of my letters because my writing is sometimes illegible. From the story is the TCA quarterly it seems you are definitely an Ives man. My first trains were Ives wind-ups that my aunt used to get me each Christmas. Usually about all I had left from previous years would be a passenger car.

Now as a repair man for about 55 years I came to realize that Marx trains were best value for money spent and my collection (small now) is mostly Marx and my own creations. I sold a collection in 78 that had about 200 locos. To get back to Ives I thought you would like this story. It was in a quarterly some years ago. I wrote Mark Savage and he kindly sent me an autographed copy of which this is a copy. Best Wishes, Ken Cook TCA HR 57-235

ARTICLE WRITTEN BY
MARK SAVAGE FROM A
PREVIOUS EDITION OF
THE TCA QUARTERLY



TEN PENNIES BY MARK R. SAVAGE

IT WAS A BRISK DAY IN NOVEMBER, 1923, AS CHRISTOPHER HASTILY STUFFED THE ROUGH BROWN ENVELOPE INTO THE WEATHERBEATEN MAIL BOX ON CENTER STREET. HOW LONG HE, A NEWS BOY, HAD SAVED TO GET THE TEN PENNIES NOW ON THEIR WAY TO MR. IVES, BRIDGEPORT, CONN!

CHRISTOPHER'S LITTLE BROTHER, AARON, WANTED A TOY TRAIN OF HIS VERY OWN FOR CHRISTMAS THAT YEAR; HOWEVER, THAT WAS OUT OF THE QUESTION. CHRISTOPHER AND HIS MOTHER COULD BARELY KEEP THE FAMILY TOGETHER SINCE FATHER DIED, SO HE WAS SENDING FOR AN IVES CATALOG, JUST A CATALOG, SO THAT LITTLE AARON COULD ENJOY ALL THE BEAUTIFUL PICTURES OF TRAINS. SOMEDAY, SOMEDAY MAYBE AARON WOULD HAVE A MINIATURE RAILWAY SYSTEM OF HIS OWN.

DAYS AND WEEKS PASSED, WHEN, JUST THREE DAYS BEFORE CHRISTMAS EVE A KNOCK WAS HEARD ON THE DOOR OF THE FAMILY HOME ON CHESTNUT STREET. CHRISTOPHER, AARON AND MOTHER ALL RAN TO ANSWER IT. THE DOOR WAS OPENED, AND THE HAPPY RED FACE OF A MAN, HIS ARMS WRAPPED AROUND A HUGE PACKAGE, SHONE THROUGH THE FLEETING EVENING-LIGHT. THE PARCEL WAS ADDRESSED TO AARON, WITH A LETTER ATTACHED, ADDRESSED TO CHRISTOPHER. HANDING THE AWESOME LOAD OVER, THE POSTMAN POLITELY HURRIED AWAY.

BEFORE A WORD WAS SPOKEN, THE BOX WAS OPEN, AND OUT FLEW A CATALOG, A BRAND NEW IVES CATALOG. BUT, AFTER THAT, AARON'S HANDS SHOOK WITH INCREDIBLE JOY AS HE HEFTED OUT AN ENGINE AND THREE LONG RED PASSENGER CARS. IT WAS THE MOST BEAUTIFUL ELECTRIC TRAIN ANYONE EVER SAW! FOR A LONG MOMENT TIME STOOD STILL, BROKEN ONLY BY THE SOUND OF CHRISTOPHER TEARING OPEN HIS LETTER. HE READ:

DEAR CHRISTOPHER,
PLEASE ACCEPT THE ENCLOSED TRAIN AS A GIFT FOR YOUR BROTHER AARON. AS THE MAN OF THE HOUSE, HELP YOUR BROTHER TO LEARN AND GROW TO KNOW WHAT A MAN IS AND WHAT HE CAN BECOME. I PRAY HE WILL BECOME A MAN JUST LIKE YOU.
MERRY CHRISTMAS.

HARRY C. IVES
PRESIDENT, IVES RAILWAY LINES

AN IVES GRAY 3235 LOCOMOTIVE

BY: Martin Fasack

Over the past years Mike Vargas has acquired many rare and unusual Ives items. The gray 3235 pictures that follow are no exception. The color gray was introduced by Ives in 1926. It is commonly found in a set numbered 701 containing a 3242 Locomotive with (3) matching 185, 185, 186 passenger cars. We know of a 3243 in gray with red under-paint that has been documented in an earlier issue of tracks and now we find, or should we say that Mike has found, a gray 3235 Locomotive in a rare and unusual gray color motif. I have also heard of 17 inch cars in gray but have never seen them. Ives did not stay with this color for a very long period since 1926 was the only year and last year that it was cataloged in wide gauge.

This Locomotive is a carry-over from 1926

1927 frame, wide motor, weights that state "PATENT, Mar. 29 1927, patent number",
The IVES MFG CORP plate.



Note rare dual headlight red 3235 on top shelf



Comments by Dave McEntarfer:

By far my favorite early Ives sets are the inboard passenger cars. Although most collectors (including myself) like to display these as three car sets all with the same color, the majority of the sets sold were one or two car sets. The two or three original boxed 2 car sets I've come across had cars of different colors. I've never seen a boxed 3 car set, so if anyone knows of one I'd like to see it.



This is set 20R (R for reverse) - a one car set with a cream, blue and gold No. 130 combination car with the painted roof. The No. 25 clockwork locomotive has the very rare 'Chicago Flyer' tender, circa 1908



Left: Another No. 20R set with a No. 130 combination car 'Limited Vestibule Express' marked for New York. All one car sets contained a No. 130 car which makes it more common than the rest. This No. 25R also has a Chicago Flyer Tender.

Below: This is a No. 21R set which I like to call the Christmas Set, being green and red. Ives also cataloged set No. 22R which had the same two cars just with more track. Also note this set has the more common LVE No. 25 tender. The No. 130 Buffet or combination car in green is very hard to find and is only found on this numbered car. Note the lettering "The Ives Miniature Railway System" in the upper left, Ives only started adding this to many of their lithographs around 1908. Also included is a red No. 129 Philadelphia or Drawing Room Car as Ives called it in the catalog. The red color is in my opinion the best looking of all the color variations.



Comments by Dave McEntarfer:

More inboard passenger sets. I did not photograph the engine with each of these 4 three car sets as they are basically the same either a 6 or 4 band No. 25. None of these sets are boxed and were put together by me over the years.



Above: Early 1904-1905 sets in yellow/red and creamy yellow red. The top set is probably the rarest of any inboard passenger sets and may have been the earliest of these sets. There is a later cream color that has blue instead of red highlights. The cherry red lithographed roofs are only found on pieces from 1904 and 1905



Above: Later 1906 to 1909 inboard sets in Red and Yellow. Ives actually reversed the colors on these lithographs with the red being much harder to find. These later cars came with painted roofs instead of the early lithographed ones.



Comments by Dave McEntarfer:

After I posted pictures of the different variations of the 6" gondola or gravel car, someone asked me about the smaller No. 54 gondola. Here are the variations known to me. I took this picture about 10 years ago, but shown here are the majority of them, Of note the one in the middle of the front row is a floor version from 1912, one of two known to exist. The brown one left in the 2nd row is 1910 and one of three that I know of. The red and green in the front row are the earliest and hand painted. The 4 striped lithograph ones on the 2nd row from the top are all pre 1910.



Here's one I acquired since the picture was taken. It's a butterscotch striped with horizontal stripes. The horizontal stripes are very rare, some collectors believe it was done on purpose, others believe it was just a mistake and the litho sheets were put in the press the wrong way.



Above: Horizontal striped version in cherry red/black.



Above: A plain cream colored one. there are also known examples of this car in floor train versions that are red or green which I don't have pictures of..

Comments by Dave McEntarfer:

The 63 gravel car was first cataloged in 1901 and came in numerous variations up until 1910 when they started using a more realistic lithograph. From 1901 until 1907 this gondola was part of a single cataloged set that contained three passenger cars and two of these gondolas which the catalog referred to as 'flat cars'. They were also sold separately and were the only 6" freight cars Ives made up until 1908.



Here are the 8 variations that I'm aware of that the 63 gravel car came in, except the two very early variations that were hand painted.



Above: In the back is what I call the butterscotch striped lithograph, the example in front is a floor train version in gray.

Below: The blue and white litho in the back is the more common of these variations. The example in front is a solid cream version sold as a floor train.



Below: This variation is the first 'realistic' lithograph that Ives used on these flat cars. The example in back is a track version in brown and cream. The one in front is a floor version in blue and cream.



Above: Red / White lithograph in back and a solid red floor version in front.



Below: Hand painted red. This one is from a friends collection and is the only surviving example that I know of.

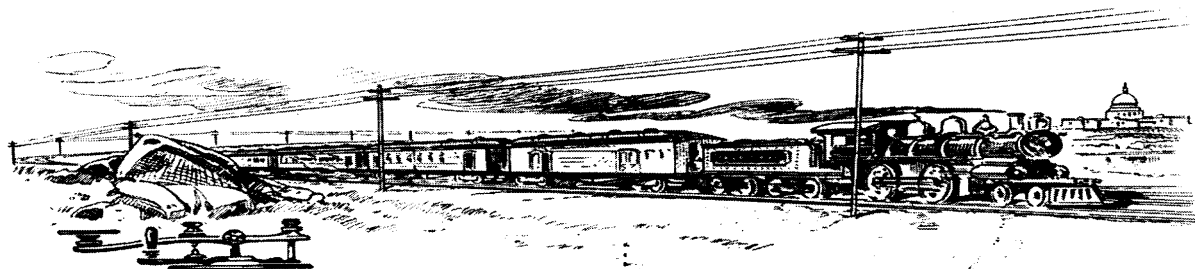


Above: Hand painted green 63 gravel car with red/yellow stripes. This one is not mine, the one I have has a green frame. The one pictured and mine are the only two that I know of.



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