

A PUBLICATION OF THE IVES TRAIN SOCIETY

Sept 2017



IVES TRACKS

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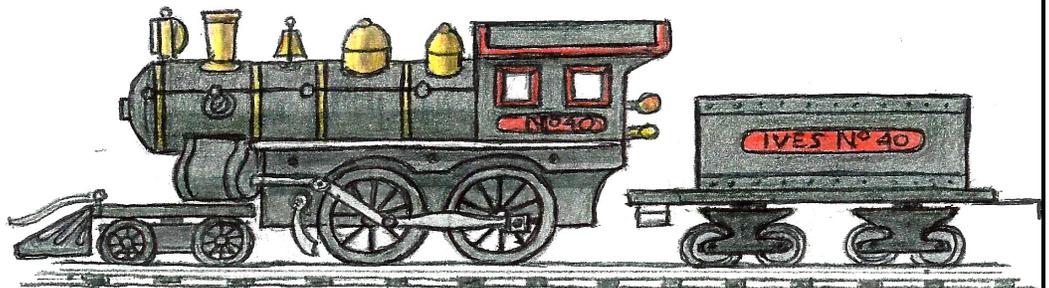
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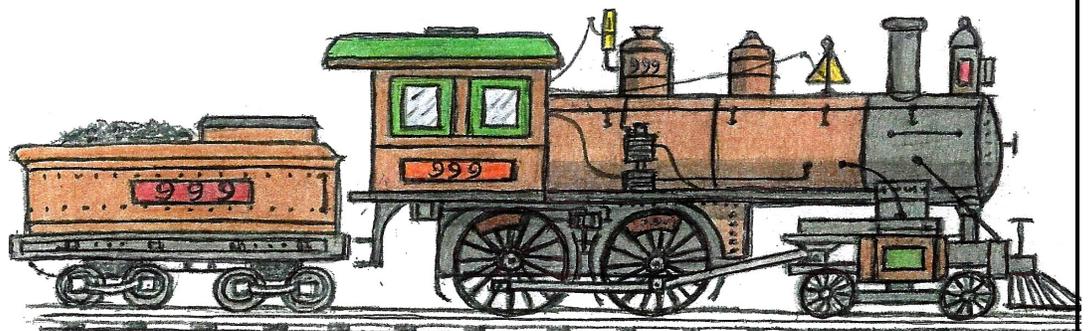
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• IVES N° 40 •



IVES

And Its Prototype



NYC

9/8/2015

THE IVES #40 AND ITS PROTOTYPE

By: John Gray I-6662

PRESIDENT'S COLUMN

By: Don Lewis

Ives first introduced its No.1 Gauge cast iron steam locomotive in 1904. It was an attractive clockwork engine sporting nickel plated trim, including the domes, bell, smoke stack, and four boiler bands. The levers in the cab operated the reverse and brake mechanisms, with the No.40 emblazoned on a lithographed letter board under the cab windows.

The Ives No.40 was a reasonably accurate representation of the prototypes being used then on the nation's railroads in the late 1800's and early 1900's, and IVES probably chose the American 4~4-0 prototype due to its popularity.

The front cover illustration depicts an early Ives No.40 steam locomotive compared to its prototype. One of the prototypes was the New York Central's No.999 American style 4-4-0 which was famous for achieving the then unheard-of speed of 112.5 miles-per-hour while pulling the Empire State Express between Batavia and Buffalo New York.

This high-stepping, widely used, very successful style locomotive was produced by a number of American manufacturers, including Baldwin Alco, Brooks, Pittsburgh Works, Rogers, Schenectady Works, Taunton Locomotive Works, Dickson B&O Shops, Altoona, and many others.

So whenever anyone mentions the word "locomotive" this is the type that usually comes to mind, and IVES wisely chose it to represent their flagship for their early 20th Century toy train production.

Note: In depicting the Ives No.40 locomotive on the front cover I exercised a bit of artistic license by replacing the nickel trim with brass because nickel is rather difficult to reproduce since it is essentially colorless, and the brass balances better against the prototype's colors.

I wonder if IVES ever used brass trim on any of these early locomotives?

John Gray 1-6662

TWO RARE TANKERS - an email communication by fellow members -

Randy Berger initiated this article with an email and photo of his Dominion Oil car.



John Basile responds to his email - I've never seen one

Dave McEntarfer also responds - I've never held one in my hand either but here's one that Doc Robbie photographed, I don't think it's the same one? Also attached is a Hoffman Oil tanker which I originally thought might have been made up by some owner until I saw a second one (see Hoffman on next page).



John DeSantis also responds - Doc's photo of the 190 Dominion Oil does appear to be a different piece from Randy's. As a separate question for Randy on his 190 car, can you decipher the rubber-stamping below the "Dominion Oil" name? Looks like it's a single line of print. The last word appears to be "gallons" in the Doc Robbie photo. Wondering if this is a stamping that is familiar to us from some other car, or unique to this one.

Randy Berger also responds - To answer John's question: The detail lettering is identical to a normal production tanker.

AIR BRAKE

MADE IN THE IVES SHOPS

**CAPACITY
10,000 GALLONS**

My memory says I purchased this car from Doc Robbie many years ago and close examination of the two photos shows identical flaws (many, many flaws)

John DeSantis responds - I also have the Hoffman Oil car that's shown in Dave's other photo (the one with the distinctive ding - probably not a BB shot, though it looks like one! The Logo disk is a decal applied very nicely to both sides of the car in the same position, and the ding is on the better condition side. The decals were clearly applied when the car was "new" - what remains of them is over the top of clean and smooth paint.



Remembering my experience with decals from model plane and car kits in the 1950's (yikes!), the bigger the decal the tougher it was to slip it on without a wrinkle somewhere. These are BIG decals, and no signs of any surface imperfections other than 8 decades of abuse. I don't think that I'd be able to get one of these applied smoothly without removing the brass rails; but there's none of the telltale scratching around any of the stanchions. The aspect that interested me most about this car is that the decal's logo includes Hoffman Oil's business location: "Bridgeport, CT".

Have we always believed that Lionel shipped its cars to Bridgeport for the Ives factory to finish and distribute? And if so, what was done where? Where was the paint applied? Where were they assembled? It would make a lot of sense to do everything at the Lionel facility rather than crating and trucking dozens of separate components somewhere else, and training other folks to assemble them. At that point, wouldn't you just box and ship your orders out from Lionel's plant as well? This would have been true with the Flyer bodied pieces, but in Chicago? Which raises another question: for transition ("occupation" for Randy) items, - has there ever been a pattern of how much stuff turns up close to Bridgeport? If it seems disproportionately high, that would indicate production there. Disproportionately low would indicate production elsewhere?

In The Beginning - The 1910 IVES #3238 Type I

by: Andrew & Barbara McIntyre

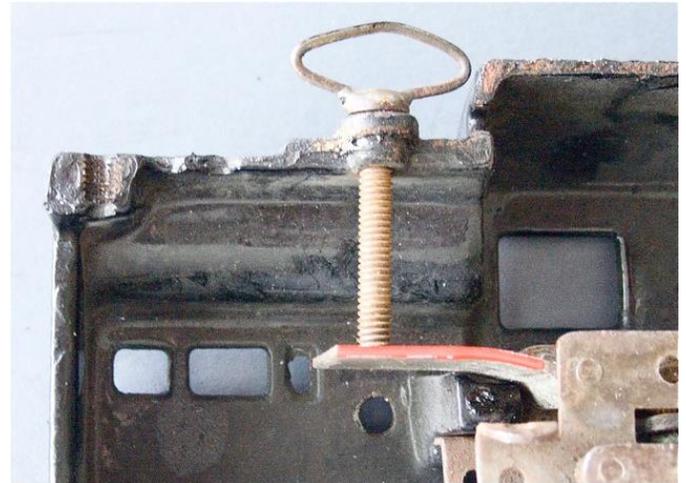
It took Ives a decade to produce electric trains but when they did they were a sensation. Four steam outlines, one electric outline, and a Street Car with Overhead vaulted Ives into the second decade of the 20th Century. Unlike steam locos the electric outline was a marked departure for Ives as it required new design and manufacturing package for there was nothing in the 1909 Ives line that could be adapted. Give designers a new challenge, model the NYC S2, even using in-house materials, and imagination rules. The result was the Ives #3238, Type I (Fig. 1), a rather accurate rendition, with unique, odd, and thus interesting design features, more art than engineering which is what this article examines.



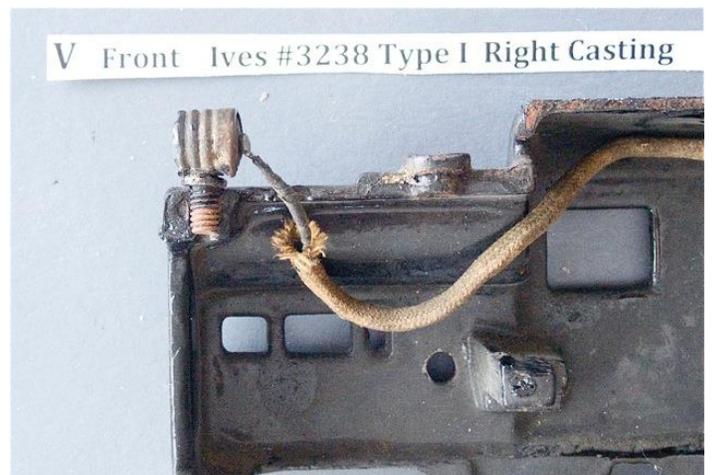
First: it had front and rear electrified headlamps like the NYC S2. Lionel also introduced locomotives loosely based on the S2 but they had only one headlamp. Ives constructed their headlamps using brass sockets soldered to short bolts which had the top ground into the same radius as the socket (Fig.2).



The bolt was fluxed, heated, solder applied, and the socket, also fluxed, mated onto the bolt. Both body halves had small cast in half boxes with half holes at top front and rear (Fig. 3).



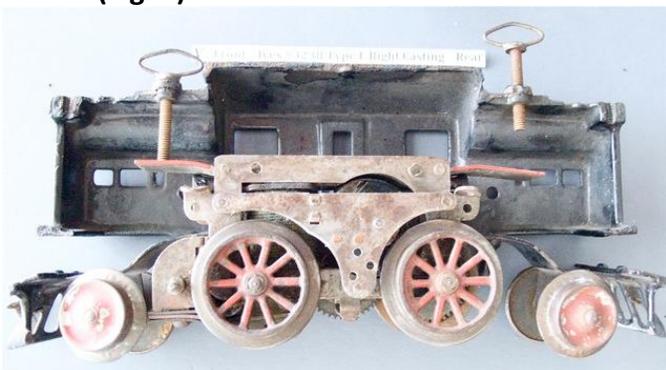
These holes were tapped for the bolt. After the body halves were bolted together the lamps were screwed into the holes and the wire passed into the body through the second hole behind the socket (Fig. 4).



Second: there were only two subassemblies; a two-part, cast-iron body unit and a motor, wheels, pony truck and pilot unit. By attaching the pony trucks to the motor the arc of play was greater than if they had attempted to attach the trucks directly to the body (Fig. 5); Clever design!



Third: the motor was mated to the body with a unique mechanism. The right casting (remember the front of the #3238 Type I is where the bell is on the hood) has two L-shaped interior bosses with flat bottoms and tops. The left casting has three bosses; the front is mated with a pillar drilled for the connecting bolt that holds the body halves together. All 1910 Ives electric motors have frames with ears at front and back and each ear is drilled with a single hole. In all models except the #3238 Type I machine screws passed through the holes in these ears which were either at 90 °or vertical and into tapped holes in the casting bosses to mate motor to body. Mounting the motor in the 3238 was different. The ears are bent out from the frame at 90°. Attached to the upper pins that hold the frames of the #3238 Type I motor together are two metal plates hinged to the top pins. Note: for this article we painted the edges of the plates red to increase photo visibility. To attach the motor unit to the body the plates are moved to the vertical and the motor slipped into the body between the L-shaped bosses such that the ears touch the underside of these bosses (Fig. 5). Then putting ones finger into the cab windows bend the plates horizontal until they rest atop the L-shaped bosses (Fig. 6).



To secure the motor unit in place the designers used the NYC S2 trolleys which they made from a long machine bolt and soldered a steel wire to the top, essentially a long wing bolt (Figs. 3 and 6) which is then screwed down until it holds the plate to the top of the L-shaped boss. To make this work the casting had a thickened footing for the trolley which was drilled and tapped for the bolt and the bolt had to be cut to fit exactly so that when fully screwed down it firmly touched the plate to hold it in place. The design made motor removal for maintenance efficient.

Usage and economics indicated to Ives that headlight design was both physically weak and costly. First, it is uncommon to find #3238 Type I with one headlamp intact, rarely do you find both. Second it took too many man hours of grinding, fitting, soldering, and tapping. Thus, succeeding models had only one electrified headlamp placed in a sheath that slipped into a slot between body castings and was held by bending the metal. Stronger and cheaper.

Manufacturing economics also eliminated the motor attachment design. Succeeding models attached motors by having the rear interior boss cast with an upper and lower part leaving a space between into which the ears on the frame bent at 90° slipped. The front (where the reverse unit is attached) kept the ears vertical and two bolts were screwed into short, tapped bosses and then through the ear holes which were not tapped. Thus, the cutting, soldering, and fitting of folding plates and screw in trolleys was eliminated. Stronger and cheaper!

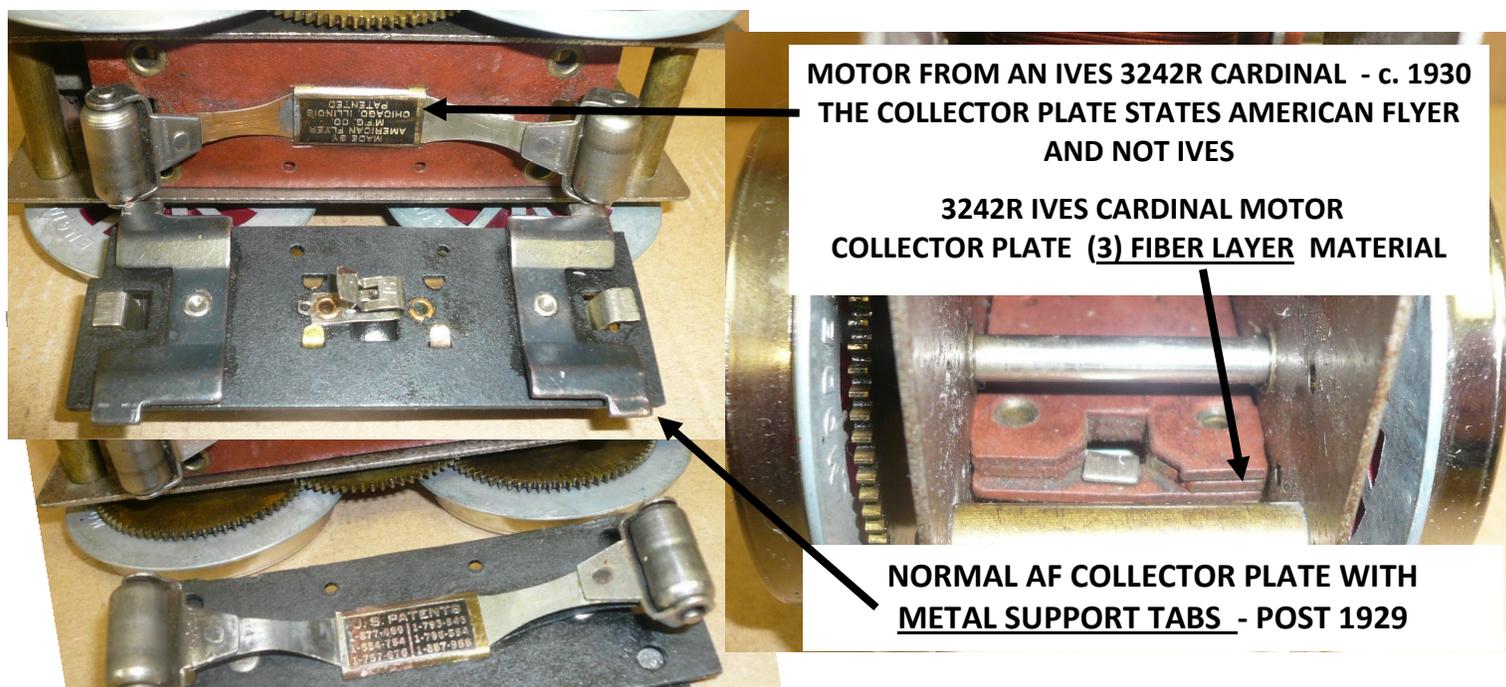
One final point. The Type I was popular and clearly, from surviving examples, run until they wore out. Then were fixed, modified, and cajoled back into operation. Thus, finding an unmodified Type I is quite difficult and if you do it will be very expensive.

Any input or comments can be E-mailed to barbclim@comcast.net.

A 1930 Cardinal Motor—by Phil Moris



The American Flyer Golden State loco above (modified Ives 1134 casting) is using a pure AMERICAN FLYER MOTOR. In early Flyer production, when the steamers were cast-iron, multi layer fiber collector plates were employed but as soon as the AF used the Ives 1134 casting and 2 years later their own die-cast shell, the single layer fiber plate with metal support tabs was employed.



The motor above, the thrust of this article, came from a Cardinal 3242R loco from a New York basement that needed a full restoration. Of particular interest, is that this 1930 IVES production motor was fitted with a modified American Flyer 3 fiber layer collector plate rather than the IVES normal collector plate with “U” roller supports. This IVES motor of interest was factory put together in late 1930 from parts on hand when Lionel & Flyer owned IVES, and until I obtained it, was laying in this New York basement for close to 60 years untouched. The motor had the usual crumbling IVES wheels which I had to replace, and appeared never to have been altered since its production in 1930.

Interesting to note is the factory modified American Flyer collector plate. As Ives was purchased in 1928 by Lionel and Flyer, many interesting and unique items still turn up, from the well documented Ives-Flyer and Ives-Lionel transition cars and locos, to Ives, Flyer & Lionel Accessories (i.e. No. 334 Automatic Crossing Gate) to items like this collector plate. While the factory SUPPORT tabs of the Flyer collector plate line up with the factory broached slots in the Ives motor side plates, the metal brackets of which these tabs are a part, block axle oiling. The collector plate on this motor has three layers of red fiber with 4 factory installed brass eyelets that allow access to the motor axle bearings. The collector plate has FIBER SUPPORT tabs that set into the motor side plates rather than the METAL SUPPORT tabs normally seen on stock American Flyer collector plates. It was probably common practice among toy manufacturers of the period to use or modify parts on hand in an effort to meet demands and get their product to market; after all it was just a toy.

Toy Trains and Tariffs, Part I - Mr. Ives Goes to Washington:

Harry C. Ives' testimony before the Senate Finance Committee, 1921 **by Eric W. Cook**

One of the frustrating and fascinating things about collecting Ives Trains is the lack of surviving primary company documents. We cannot settle into an archive in Bridgeport overflowing with original Ives company papers looking at catalog drafts, financial ledgers, and correspondence files to answer our questions about the 1117 locomotive or the firm's fiscal problems in 1928. These enduring mysteries make collecting Ives so compelling; there is always another surprise awaiting discovery in an attic, basement, or from that totally unexpected quarter. The search for original company documentation is not new; Louis Hertz recounts his mostly futile attempt to find any corporate paper-trail in *Messrs. Ives of Bridgeport: the Saga of America's Greatest Toy Maker*. However, thanks to the internet we can piece together what survives and has been digitized to form a more coherent and accurate historical narrative. Harry C. Ives' (1868-1936) testimony on the *Fordney-McCumber Tariff of 1922* is preserved in the Congressional Record. It is a fascinating to suddenly "hear" his voice emerge from the stenographer's transcript. Unfortunately, even here we don't have the sort of in-depth specifics on company operations we would like, that kind of insight comes from the testimony of American Flyer President, William Ogden Coleman, Jr. (1892-1939). given at the same hearing. In this article, I am going to quote at length from Ives' statements. I hope to compare Ives' testimony to that of Coleman's and provide some possible interpretations of the evidence from a historical point of view in Part II.

After the financial downturn and depression of 1919-1921 American manufacturers and many voters were looking for a solution to the problems that beset the United States economy. The newly organized association for toy manufacturers was determined to weigh in on any proposed changes to American tariffs. Harry Ives testified as a substitution for F. D. Dodge, President of the Toy Manufacturers of the United States, Inc. Ives had served as one of two Vice Presidents in 1916, the year the trade group organized the leadership of A. C. Gilbert (1884-1961). Ives would later serve as two terms as President himself. It probably didn't hurt the organization that Connecticut's senior Republican senator, George C. McLean (1857-1932) was a member of the committee taking testimony from manufacturers, importers, and retailers.

The proposed legislation originated in the House of Representatives and was sponsored by Joseph W. Fordney (1853-1932) of Michigan and Senator Porter J. McCumber (1858-1933) of North Dakota and emerged from the House Ways and Means Committee in June of 1921. The Senate followed suit, and the United States Committee on Finance called for hearings to begin in late July 1921. They would continue into the fall and winter, and the bill would pass the following year. The new tariff sought to do two things, and they are essential to understanding the testimony of the two toy train manufacturers that attended. The proposed law sought to raise an overall tariff on all imported goods from the then current rates of the *Underwood-Simmons Tariff* of 1913. There was also a call for two new components of our tariff system the first called the "American Valuation Plan" a new method to set *ad valorem* rates. In addition to a fixed rate on the price of the imported good, say 10% on a hypothetical imported Bing electric train set, a percentage value of the good would be determined based on its original cost of production and actual monetary value. The hope was that the new tariff would give a fair evaluation of the real cost of manufacturing, to bring the new US retail price of imported goods into line with the cost of production for similar products in the US. So let us say our hypothetical Bing train set was valued at \$10 a dozen wholesale, a 50% *ad valorem* was given plus the 10% tariff on the wholesale price, for a total tariff of 60%. Raising the price of that dozen to \$16. Secondly, there was also to be a Presidential Commission with executive authority to adjust the tariff rate if a sudden financial emergency happened and a legislative response would be deemed too slow.

Ives traveled to Washington and testified on the overcast and humid morning of August 2, 1921. Several other representatives of American toy manufacturers attended the committee at the Senate Office Building, today the Russell Senate Office Building. The Committee was chaired by Republican Senator Boies Penrose (1860-1921) of Pennsylvania. Representatives of America's toy doll manufacturers spoke first that morning and then it was Harry Ives turn to address the committee.

The Chair: You appear for Mr. F. D. Dodge, do you not, Mr. Ives?

Mr. Ives: Yes, sir; I appear for Mr. Dodge and for the Toy Manufacturers of the United States of America. I am also a manufacturer in Bridgeport, Connecticut and head of the Ives Manufacturing Corporation.

The Chair: You are a toy manufacturer yourself? Mr. Ives: I am, sir.

The Chairman: Will you state briefly your views? Mr. Ives: Yes, sir; I will be very brief. I have a statement to submit, and I would like to make a few remarks in connection with it.

Ives then went on to summarize the Toy Manufacturers support for the American Valuation tariff that was proposed, it was a carefully polished speech and acted as a commentary on the formal statement he also submitted on behalf of the association. He further compared the difference between the values of labor from exported goods to his own factory, but was rather vague:

Mr. Ives: Experts who have appeared in opposition to American valuation are Government employees whose duties are to find values and who, we understand, in practice come to depend upon invoices from abroad for their information. Employees whose work is of this type are proverbially opposed to change as any employer can testify. I have just had a case of that kind in my own plant in reorganizing the detail workers, those who have been working on detail. These employees objected to the reorganization scheme and did not want it. As soon as they found out how the new scheme would work and how the work was coming on they are the most valuable ones that we have. I think when they come to see what this thing means you will have a wonderful lot of workers in connection with the American valuation plan.

Ives then contrasted the businesses in the United States that opposed the plan, most importers, to the needs of manufacturers, and begged for American firms and families to have the perceived advantage of supporting local industry. He then painted a picture of the economic down-turn's effect on the traditional New England centers of light manufacturing and decried their German competitor's penetration of the market.

A back and forth then took place between Ives and Democratic Senator Furnifold M. Simmons (1854-1940) of North Carolina over establishing a fair value for goods made in the United States and outside. Simmons was the leading Democrat on the Committee and the chief opponent of the tariff. He was at odds with both Ives and Coleman, who were Republicans. Ives then argued it would not be difficult to establish a fair evaluation of value. Senator McCumber intervened, as the issue of argument became the cost of price versus the valuation placed by customer inspectors on invoiced goods, which Ives indicated could lead to difficulties.

Mr. Ives: It would seem to me that that is a matter entirely in the discretion of the customs officials. If an article is not comparable with any other article in America, they have to use their own judgment.

Senator McCumber: If it is sold in America, they can find out the selling price in America? Mr. Ives: They could.

Senator Simmons: But there is produced in this country something of comparable value. I think that is the language of the act. You think that you ought to make that the standard for the valuation of that product?

Mr. Ives: I have a little example here. Take the duty on toys, which, under this bill, I believe, is 10 per cent. The toy costs in Germany \$6. The American price on competing merchandise is \$10. The cost of the German article, including the duty, would be \$10. If the American manufacturer should raise the price to \$12, the German toy would then cost \$6 plus 40 per cent of \$12 (\$4.80), or \$10.80; \$10.80 immediately gives the importer an advantage of \$1.20 over the American manufacturer.

Senator Simmons: In other words, if you are producing a toy and Germany is not selling that specific toy at all, and you can find some other toy that the children might like just as well and it would sell just as well as that, then you value the article that you produce just according to the value of this toy that you think is just about as popular as your toy?

Mr. Ives: If it is comparable.

The Chair: Are not the cases where there is nothing comparable very rare? Mr. Ives: Quite so.

An inner committee discussion followed over the wording and legal import of the provisions of the proposed legislation in relationship to finding and evaluation of comparable goods, Ives rejoined the conversation.

Mr. Ives: I might say for your further information that every year, early in the season, in New York there is held what is called a toy fair. At that fair the products of the toy manufacturers are shown, from the big manufacturers to the small manufacturers. Every line is represented there. Prices at that time are quoted for the year. It is a very simple matter for an appraiser to visit that fair and familiarize himself with prices. In fact, all the buyers attend that fair before going abroad, and the foreign manufacturers get a line on what the American manufacturer is doing at the same time. It is the simplest matter in the world to make comparisons and get all the data necessary.

Senator Simmons: Say, for instance, that you like it and that is much more popular than yours, because probably it is a little differently made. Do you think that you should compare those two things in order to get the value? Mr. Ives: Comparable price and quality.

Another thing that it has a tendency to do is to get the American manufacturer up on his toes and keep him alive and keep him working, planning and contriving to beat his foreign competitor. It also means that the foreign competitor is going to do the same thing, which results in better merchandise. We must be put on a parity.

Senator Simmons: If you are producing enough toys in this country for the children, although the Germans may have some other toys that are altogether different from yours, you do not want them to come in and sell them to the fathers and mothers in this country except at the price of having the value of their toys raised to the value of your toys, although they may be of a different kind or character?

Mr. Ives: There is very little chance for variation, sir. It is a matter of the ingenuity of one manufacturer compared with that of another.

Senator McCumber: Is there anything imported from Germany or elsewhere that has not its prototype in America? Mr. Ives: Hardly.

Senator Mclean: Do you not think that the rising generation of American children can be safely brought up on American toys?

Mr. Ives: Absolutely; and the matter of a toy is a matter of the early education of the child. Why not bring them up on American ideas instead of on German ideas. There is the point. Why buy German toys for American children, or why buy Japanese toys?

Senator Simmons: Why not follow your argument right on and say that America can produce anything she needs, and therefore we do not want anything to come from abroad?

Mr. Ives: We want to do as Germany does. We want to accept those things that we need and not accept those things that we do not need. We could not ship a toy into Germany to-day, but Germany ships them into this country.

Senator Simmons: You would like to see an embargo upon every product that is produced?

Mr. Ives: No, sir; you do not get me right.

Senator Simmons: That is the logic of your proposition.

Mr. Ives: I want to see the American toy manufacturer have a fifty-fifty break with the foreign importer. That is a good sporting man's proposition. We do not want anything more.

Senator Mclean: Is there any reason why we should give Germany the benefit of the doubt?

Mr. Ives: Not to my way of thinking. I believe in America for the Americans.

Senator Simmons: I am perfectly willing, if you gentlemen want to frame a tariff to protect a similar article in this country, that you should do it; but if you want to frame a tariff which indirectly would work an embargo, I am against it.

Mr. Ives: If you will take pains, sir, to look at the brief submitted by the Toy Manufacturers of the United States of America you will find that all they ask for is a good sporting

man's chance, a fifty-fifty break. If that is not good enough for anybody, I do not know what is.

Senator Simmons: My own judgment about it is that this provision is introduced for the purpose of starting out upon a scheme of embargo.

Mr. Ives: I never got that impression from it.

Another round of discussion continued, largely between Senator Simmons, Republican Senator Reed Smoot (1861-1941) of Utah, and famous for the *Smoot-Hawley Tariff of 1930*, and James E. Watson (1864-1948) of Indiana. Harry Ives asked to have his statement entered as evidence and this final exchange.

Senator Watson: Have wages been reduced in your establishment? Mr. Ives: Yes, sir.

Senator Watson: How much? Mr. Ives: I should say 10 to 12 per cent.

Senator Smoot: What are you paying, now, on the average, for labor?

Mr. Ives: My position is this: I have a lot of employees that have been with me for a great many years, good, staid, steady people, and rather than come down too severely on the wage I have called them all in session and had a heart-to-heart talk, and increased production, which would seem to me is the more liberal way of doing, until such time as it is absolutely necessary to go further.

Senator McCumber: You have increased their efficiency?

Senator Watson: Pardon me. You did not answer the question. What is the average wage?

Mr. Ives: I am afraid that you have hit me on an embarrassing question, because they are divided up...

The Chair: You employ a good many women, I suppose?

Mr. Ives: The women are getting on an average of \$15 to \$16 a week, which is a pretty good wage at this time. The pressmen are, on an average, on day work, of 50 cents an hour, but they are working on a bonus scheme which helps them out a little over that. It is a very good wage at this time.

The Chair: Do you employ many children?

Mr. Ives: I cannot do that.

The Chair: You can employ them after they pass a certain age.

Mr. Ives: There are about a dozen that have to leave at 4.20 in the afternoon; that is, during vacation time. That is another point where we are terribly handicapped when it comes to foreign competition.

The Chair: I know that.

Mr. Ives: We have to go up against child labor and home labor, all of which we cannot do in our line of industry.

The Chair: The committee realizes that and has had it presented to them.

Senator Walsh: Where is your factory located?

Mr. Ives: In Bridgeport, Connecticut.

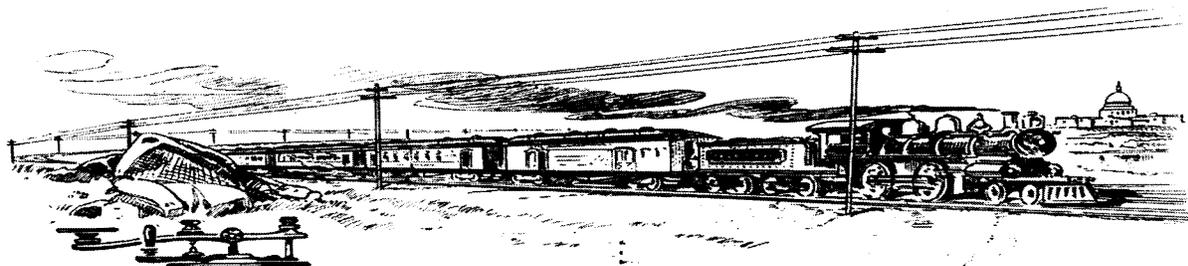
The Chair: Have you anything further to say to the committee?

Mr. Ives: Nothing, unless you have any further questions.

His brief entitled: "Brief of H. C. Ives, representing the Toy Manufactures of the United States of America (Inc.)." was appended to the end of his testimony. **To be continued, in Part II.**

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