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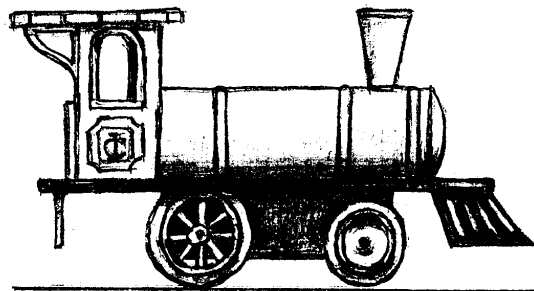
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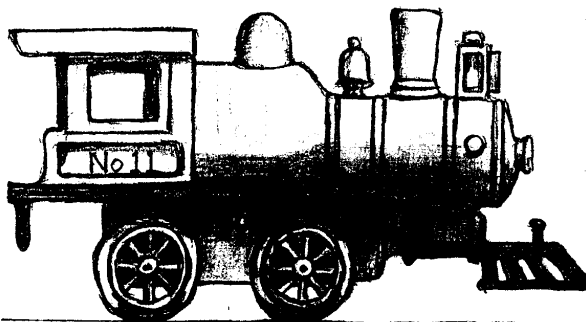
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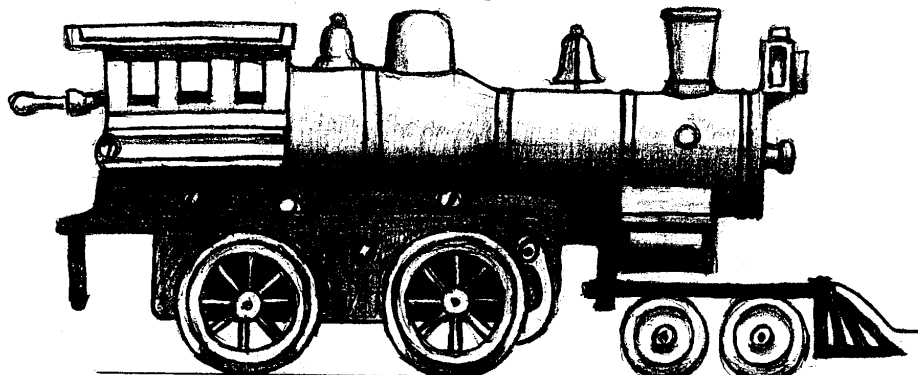
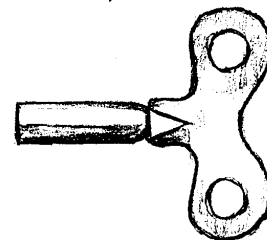
*Ives' EARLY
O-GAUGE
CLOCKWORK
LOCOMOTIVES*



No. 3(c)



No. 11



No. 25

JF 2004

The Story on Page 2

**IVES EARLY
O-Gauge Clockwork Locomotives
By John Gray I-6662
(See front cover illustration)**

IVES Production of its 0-gauge, clockwork toy trains commenced in 1901, and would end in 1932. However, this period would witness the most prolific output of this type of toy of any American manufacturer.

To completely, and accurately, catalogue all the variations made by IVES during this period would be a daunting task indeed.

The earliest and smallest locomotives produced by IVES were made of tin-plated, lithographed steel, and were relatively inexpensive. These delicate toys were produced from 1901 through 1907, comprising the No. 0, No. 1, No. 2, and No. 3 series locomotives with 2-2-0 wheel configuration. Though diminutive, they were attractive and are very collectible today.

In 1908, IVES changed to cast-iron for this series, substantially modifying the body size and styles. During this time, wheel arrangements would change from 0-2-2- to 2-2-0 to 0-4-0. Later production would expand to the No. 4, No. 5, No. 6 and the 1930 versions No. 00, 10 & 66.

Production of the No. 17 began in 1901 as a cast-iron locomotive and was catalogued through 1929 with variations throughout this period. In 1930 the 17 was re-numbered 176.

The No. 19 cast-iron clockwork locomotive was introduced in 1917, being one of the largest of its type, and would remain in production until 1929. In fact, all of the above model series would go through substantial changes during their production history, and all were quality toys.

IVES would also produce the venerable cast-iron No. 20 clockwork during this period, but none would match in size and quality the No. 25 locomotive. It was a large, good-looking unit featuring a reverse, a speed governor, a brake and

four-wheel, swivel pilot truck (see cover illustration).

Like its smaller companions, its production commenced in 1901 and went through a series of upgrades and changes during its history, which ended in 1917.

Because of its sheer volume, IVES production of these charming toys cannot be adequately covered here. Probably the most comprehensive publication on this subject, to date, is the Gerard A. Robinson's "Made in the Ives Shops", and is the best reference available regarding IVES 0-gauge production. Also check on the September issues of Tracks for the Dave McEntarfar article on the No. 25 locomotive. Without question, IVES history as a premiere toy manufacturer is without parallel; one we're all grateful for today. Thanks to the IVES Train Society, we may continue to be its beneficiaries.

*Technical support and revisions by:
Dave McEntarfer*

Presidents Column:

Dear Fellow Society Member:

One word will describe it "SPECTACULAR". What else can be said about seeing an IVES fully boxed "PROSPERITY SPECIAL" Our special thanks to Vince Giovannitti for his willingness to share his set with the Society members who were able to make the April 24 membership meeting at York. It was because of Vince's generous offer that we decided to have a "show-and-tell" rather than a presentation

There were definitely other IVES goodies there. We also thank, Paul Stimmler, Randy Berger, Doug Prendeville, Marty Visnick, Marty Fasack, John Desantis, Scott Davies, Bob Lakemacher, Wilbur Andrews, Clem Clements, John Gilmer, Bill Kotek, Richard Hooper, Peter Primiani, Alan Grimes, and Jan Ostborg who made the effort to share their IVES treasures with the group.

**RARE IVES 692S UNCATALOGED SET FROM 1926
CONSISTING OF 3236 LIGHT OLIVE ENGINE, WITH 170, 171, 172 CARS**



1926 - 3236 UNCATALOGED SET FROM CHARLES WILLIAMS STORES
NOTE: FANCY GOLD TRIM ON FRAME, AND GOLD WINDOW TRIM



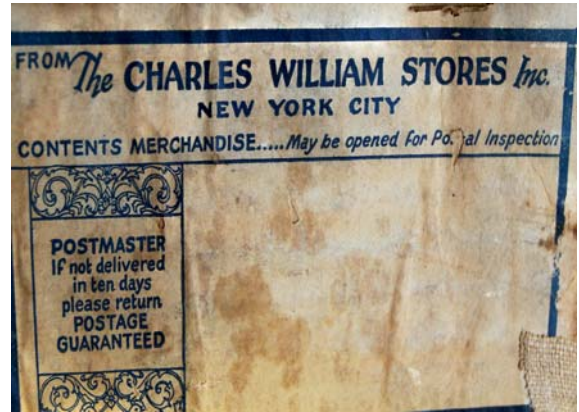
1925 - 3235 UNCATALOGED SET ENGINE
NOTE: TAN WINDOW TRIM AS COMPARISON



RARE 171 PARLOR CAR WITH 1926 BODY, INDENTS FOR PLATES WITH
TABS PUNCHED OUT AND RUBBER STAMPED LETTERING



COMMON UNCATALOGED 170, 172 CARS WITH 1925 BODIES



LABEL FROM ORIGINAL SHIPING CARTON



EXTRA BOTTOM PAINT STRIPE ON RAILING FOR 170 SERIES



DESIGNATION OF 692S ON ORIGINAL SET BOX

WHEN THINGS WERE MADE THE IVES 184, 185, 186 AND 171, 173 AND 170,171,172 SERIES PASSENGER CARS

By: Martin Fasack TCA 79-13548, IVES TRAIN SOCIETY I-6669
Technical Assistance by Randy Berger and Dave McEntarfer
Revision 14.0 Date: 4/5/09

IVES in 1921, as an attempt to stay competitive with Lionel, introduced wide (standard) gauge to their product line. When looking back some 70 years it is hard to imagine the extensive changes that IVES made for just (10) short years of production; (7½) of those years were pure IVES production and (2½) were a mixture of the efforts of Lionel and American Flyer. We're fortunate that IVES made all of these production modifications for it greatly helps us in determining the premise of this article, "when things were made".

For the purpose of this piece I have chosen the small 14-inch (13 ¾ actual) passengers cars labeled 184, 185 and 186, and the companion 170 series passenger cars. These cars have great variations, from rubber stamped lettering, brass plates, brass journals on trucks, observation railings, roof hinges and snake track pull couplers just to name a few.

The research that follows supports the premise of which production cars are scarce and what makes them that way. The brass plated **Dark Olive** cars (1 year) are the scarcest. These dark olive cars in 1927 came with an 1134 cast iron locomotive for a set called the Capitol Limited. You will rarely see these cars. On occasion you might find a

stand alone, cast iron dark olive 1134, but never the set. One might assume that IVES needed to raise money in 1927 to stay afloat, and in fact sometime during that year they did re-capitalize the company. It might be possible that the money received was spent on the production of sets that generated the greatest margins. This would be true of the larger, higher priced sets, which possibly eclipsed smaller set production. Another possibility is the Capitol Limited set, as stated in the 1927 catalog, had red cars, and possibly realizing that this was a very ugly set, IVES changed the paint scheme of the cars to the same color as the engine. This resulted in a very small production run of these dark olive cars. This is only conjecture and more information about the dark olive Capitol Limited set would be very much appreciated.

Next in line, also from the cataloged Capitol Limited set, is the 1927 **Red** 185 parlor car. The common version of this car is the 184 club car, and the 186 observation car that made up the Red Arrow set of 1927. The 185 parlor car was only used with the Capitol Limited. Now to add to the confusion, in 1928 the Red Arrow set is comprised of a red 185 parlor car and a red 186 observation car. The difference between

WHEN THINGS WERE MADE-THE IVES 184, 185, 186 PASSENGER CARS

the “rare” 1927 version of the 185 parlor car and the “scarce” 1928 version is the use of snake track pull couplers in 1928. Very few three car 1134 red sets were sold, and like the dark olive cars from this set, the red 185 parlor car without snake pull couplers is very rare.

The third car in rarity is the **Brown** 185 parlor car that was not catalogued with any set. It belongs to the same series of cars (184, 186) that made up the brown Fifth Avenue Special. Since this car had to come from a special order it is also is very rare.

The next rarity that follows is the brass plated, all **Orange** cars with black inserted 3/8”diaphragms (1/2 year), and the brass plated all **Orange** cars with black embossed diaphragms (1/2 year). These cars were made for very short time in limited sets. All the Orange cars in 1928 came with a matching 3242 engine called the Night Hawk set, and all the cars contain snake track pull couplers.

In 1930 Ives produced the Skyliner set in cadet blue with 184,185 and 186 cars. This set replaced the New Yorker set. This is the only time a 184 **Cadet Blue** combine was produced, and was manufactured by painting over previously painted orange combines in cadet blue to complete the (3) car set. Therefore this three-car set is next in rarity.

The 1927 **Light Apple Green** (1 year) cars with embossed same paint color diaphragms, and the 1926 **Grey** cars from the 1926 New Yorker (Grey Ghost) set are next in rarity. The remaining passenger cars in this series are fairly common and easy to find, with the exception of some plate variations. The

most notable of which is the **Southern Pacific** sets. These sets came in three color variations. **Light Apple Green, Buff/Tan** and **Red**.

In the pre 1925 cars, I would consider the 1924 **Wanamaker Maroon** (1 year) cars to be top in rarity. They were sold in many cataloged sets but its distribution channel was limited to a single department store.

The next interesting example is the **Medium Green** 185 parlor car that belongs to the #701 set catalogued in 1923. The catalog shows a (3) car set consisting of a 3241 locomotive with 184, 185, and 186 passenger cars. The set is pictured in medium green, and the catalog states that it is available in green or red. For some reason we almost always find the (3) car # 701 set in red and not medium green. The common medium green set that we find so often is the medium green number #700 set, with a 3241 locomotive and 184 and 186 cars. Therefore a medium green 185 parlor car from 1923 can be considered scarce.

In 1921 IVES modified some early **Maroon** cars with one-gauge trucks and blackened wheels. The intent was to keep the one gauge customer satisfied while changing IVES production from one gauge to wide gauge. Also during this transition period you might see blackened wheels on a 1922 specimen of these cars for both wide and one gauge trucks, and you might find some 184 series cars with one-gauge trucks spread farther apart so they could be used on wide gauge track. The objective was to use up old inventory to satisfy current production requirements. These cars with one gauge trucks fitted for either gauge are scarce.

WHEN THINGS WERE MADE-THE IVES 184, 185, 186 PASSENGER CARS

170 Series: We have included the 170 series of cars in our charts because of the similarity of body styles with their counterpart, the 180 series. These cars have brass journal boxes as seen on those made in 1925 and no brass journals for those manufactured in 1924. Therefore, the 170 series also have the same dating characteristics as the 180 series cars. The 170 series of cars were only made from 1924 through 1926. They were always rubber stamped and never manufactured with brass plates. 1924 is the first year of this series as a cataloged set. It consisted of an IVES 3235 engine with a 171 buffet car and a 173 observation car, as set #690. It was painted medium green with, rainbow color transoms. It was also available as a Wanamaker set in maroon, and considered very rare. This initial set is non-lighted, and has "O" gauge wheels with standard gauge trucks to match the height level of the 3235 engine. In the same year as set #691, IVES adds a dash (-3) to the car's number to indicate cars that contain lights.

After 1924 this entire series of cars is uncataloged, and remains that way through 1926, the last year of their availability. Why did IVES do this? I recently purchased a 1926 set that might lead to some conclusions. The set consists of a light olive 3236 engine (not cataloged in this color), a 170, light olive buffet car (with a 1925 body and no cutout for plates), a 171 parlor car (with a 1926 body and cutout for plates, rubber stamped 171), and a 172 observation car (with a 1925 body, no cutout for plates, and an extra gold stripe on the platform railing). The original box says #692s with the "s" being hand written. Let's remember that set #692 in 1926 is the "Night Hawk"

set consisting of a 3236 buff/tan engine, with 184,185 and 186 cars.

This uncataloged set also has its original shipping carton. The carton has a shipping label that says "Charles Williams Stores", Brooklyn, NY. This store was similar to Sears Roebuck and Company as evidenced by their distribution of an extensive 500-page catalog of various household items for sale. When you examine the 1926 Charles William catalog for toy trains, you come across only two pages of trains, and all are manufactured by American Flyer. Therefore, if they normally did not sell IVES, where did they get this set for sale, and why didn't IVES take the easy way out by supplying this department store with a manufactured catalog set at a discounted price? My guess is they couldn't or wouldn't sell a catalog set at a cheaper price to a department store then they would to a small mom-and-pop shop. These uncataloged sets were assembled to create needed cash. It appears, as in this case with Charles Williams, some of these sets were targeted for those establishments that were not normally customers of IVES. I'm sure this was offered to their customers as well, but consider the confusion of having a cataloged set next to an uncataloged set, having the same compliment of cars, the same engine, using a different color and a different price. I feel an IVES salesman went around to these "non-customer" department store buyers stating, "do I have a deal for you". Again, this is only an assumption.

Getting back to this light olive 3236 set it is

WHEN THINGS WERE MADE-THE IVES 184, 185, 186 PASSENGER CARS

interesting the way they put it together in 1926. First they took some overproduction 1925, 170 and 172 cars and combined it with a newly manufactured 171 parlor car (indented body for plates). Then they painted a 3236 engine in the same color, and added the fancy painted gold trim on the frame, which was only done in early 1926. The 170, 172 cars are lacquered; the 3236 engine and the 171 parlor car is not, except where they rubber-stamped the number 171, they lacquered that area.

We have discussed this particular 1926 set in detail, but remember IVES produced these uncataloged sets in greater quantity in 1925. In 1925 they offered (3) uncataloged sets. The first is a 3235 light olive engine, with the aforementioned 170, 172 cars. The second is a 3236 buff/tan engine, with 170, 171 and 172 cars in matching colors. The third and rarest of these three sets is an 1132 buff/tan, steam engine, with 170, 171 and 172 cars in matching colors. Some of these buff/tan 1132's are seen in 1926 with the more conventional 184, 185 and 186 cars.

In helping to determine the charts that follow I have used various reference sources, samples from my own collection, and knowledgeable collectors who are familiar with IVES wide gauge.

As an example, in 1928 the 184, 185, 186 cars went through major variation changes. To show these variations we have split the production between 1928 early and 1928 late. Also note some of the inconsistencies between what was catalogued that year and what was actually produced. As an example

the catalogue shows air tanks on the 184, 185, and 186 cars, when none were made.

In some cases it is very difficult to determine the exact date a variation went into production. You will see some variations with overlapping dates because we have specimens that show both variations in the same year. What you will be able to do with the "detailed dating tables" is to determine when one of these cars was made by looking at all the cars characteristics. I have also included a "simplified table" that allows you to quickly determine when one of these cars was made by looking at the unique characteristics for that year of production. In some cases we have to examine the set's engine or just the baggage car to differentiate one year from another.

If you know of variations that are not listed or something that is incorrect please email me at **fasttrack@erols.com** so we can update these charts. Consider this a work in progress and let us complete it while individuals are still around that know and understand this genre.

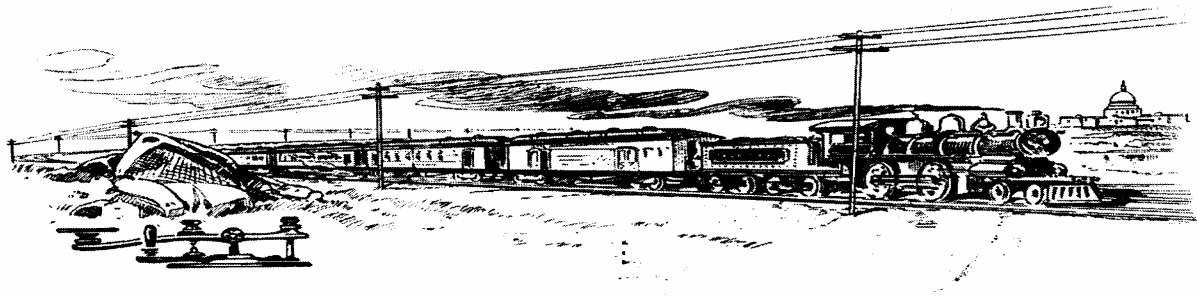
Important Note:

The revision 14.0 detailed dating tables and the simplified table have been updated and will appear on the IVES Train Society website (www.ivestrains.org), along with this article sometime in May. If you do not have a computer, call Joanne (phone number on back page) and request a free copy to be mailed to you.

KEY SOCIETY POINTS OF CONTRACT

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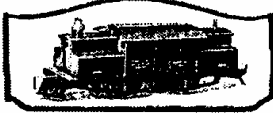
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