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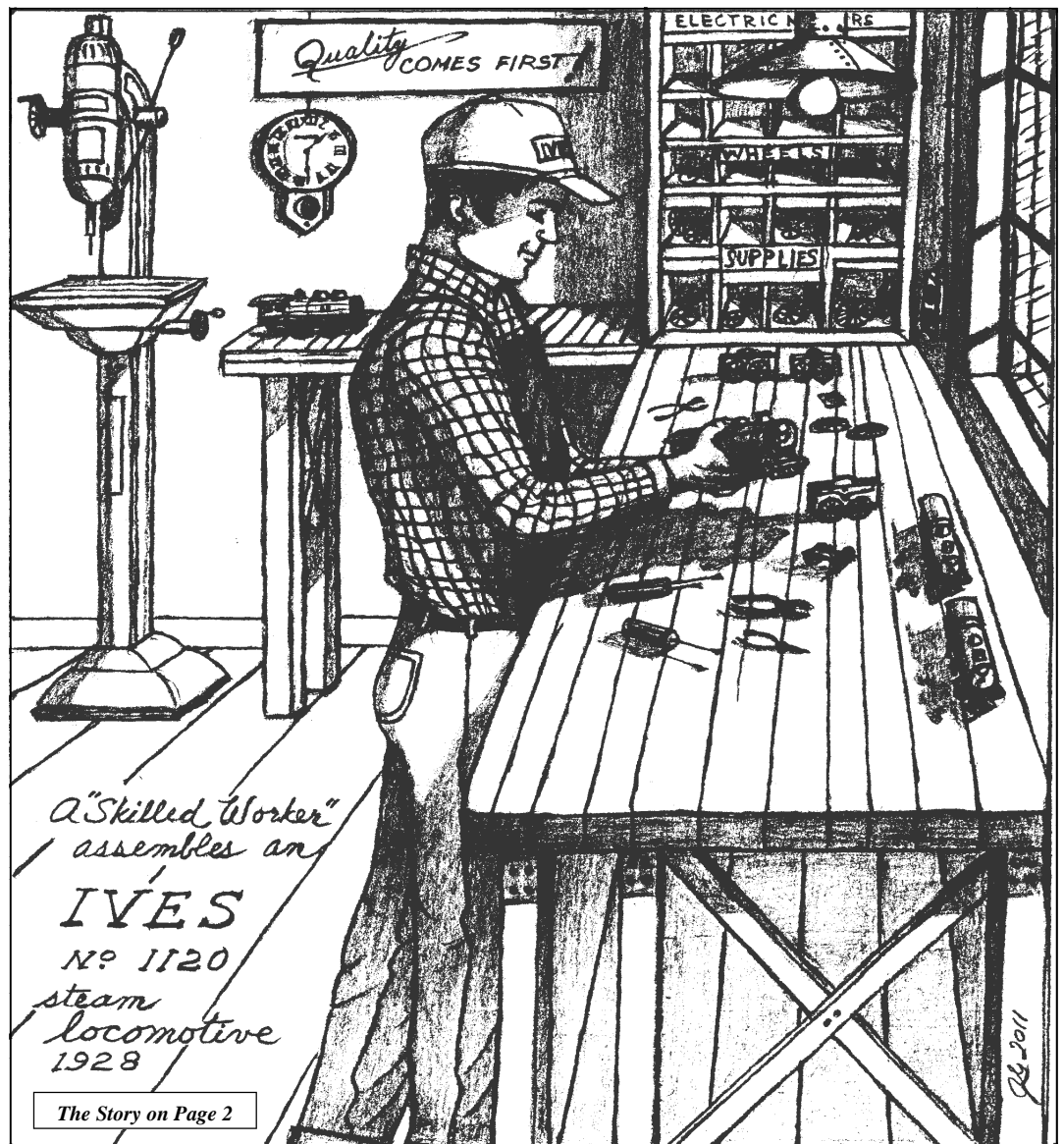
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*A "Skilled Worker"
assembles an
IVES
No. 1120
steam
locomotive
1928*

The Story on Page 2

QUALITY COMES FIRST

(See front cover illustration)

By John Gray I-6662

Quality comes first! This old mantra, as of late, seems to be a thing of the past here in America. Our automobiles, homes, appliances, general merchandise, and just about everything else we purchase today, seems to be lacking quality it once had, and should have, Up go the prices, and down come the quality.

But this was not the case not too very long ago, as we “older folks” well know. Generally, the quality we came to expect in American-made products then was always there. As kids, even our toys were of high quality, and we toy train collectors need not look any further than the old Ives toy company to see this.

From the last decades of the 19th Century, to the first three decades of the 20th Century, as a quality toy-maker, Ives had few peers.

As the sign on the wall says, “Quality Comes first”, in the current cover illustration depicting a skilled work carefully assembling an Ives No. 1120, O-gauge steam engine at his work bench, the Ives Company took very seriously its commitment to quality – always.

There was even a story one time that a little boy’s Ives No. 3242 electric engine malfunctioned, so his father returned it to the Ives facility to be repaired. Well, as the story goes, the Ives technicians not only repaired the boy’s train, but they returned it to him along with a brand new Ives locomotive besides. How’s that for quality mindedness? Try finding that today.

Currently, there are many brands of old toy trains worth collecting, but Ives will always be at the top of the list.

Editors Notes: www.ivestrains.org

We have updated our website with new revisions to the following articles;

When Things Were Made 3241, 3242, 3243 Rev. 26

Updates Include:

- Addition of new loco examples
- Corrections to the existing article
- New Chart for the color green locomotives
- Two additional new pages of pictures and the insertion of reference notes to those pictures.

When Things Were Made IVES 187,188,189 Rev. 9

When Things Were Made IVES 184,185,186 Rev. 16

PRESIDENT’S COLUMN – Don Lewis

Dear Fellow Society Member:

Living in CT this winter certainly produced many stay inside and keep warm days. It worked well for me as I was able to keep myself occupied in the train room which I recently added on to the house. Definitely beats the cold basement.

I hope you all enjoyed the December 2010 issue of TIES. If you get a chance let John Basile know what a great job he is doing. What would make him even happier is submitting an article for the December 2011 issue.

Children and trains are definitely the right formula to bring smiles to our faces. My grandson at 24 months thoroughly enjoys the holiday layout (which may still be up when you read this). His eyes sparkle as the trains make their loops and activate the few accessories that are triggered by their passing. He has mastered the four push buttons which activate other accessories. He is just fun to watch.

I am already aware of one of the presentations scheduled for our show and tell at the April York meeting. The presentation will bring to light an exciting part of IVES history. If you would like to bring something for show and tell please let either myself or Dave McEntarfer know in advance. This way we can be sure to have ample time for each person. We don’t want to discourage anyone but we also don’t want to overbook our time slot.

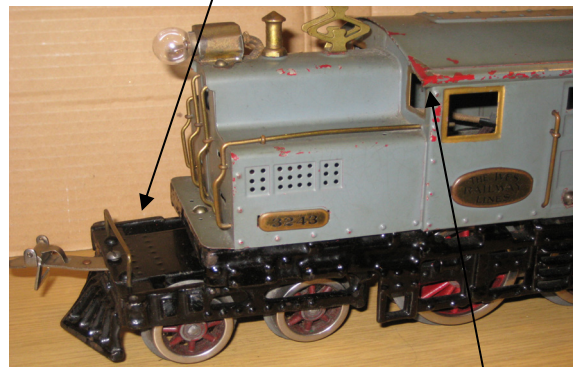
The factory/station fundraiser is doing well. We have sold over 30 stations so far. I won’t use the age old pitch of telling you to buy now or you won’t get one but I do encourage you to buy one in order to help the Society. Everything we earn from this fundraiser goes right back into improving our publications. Please give the purchase some serious thought.

Recently a 3243 in Gray was put on Ebay that I thought, and still convinced was not correct. Since then one has been brought to my attention that I feel is correct. The following pictures as given to me are presented below. The key characteristic of this gray engine is the year it was made. 1926 is the time that IVES loaded up the paint gun with gray paint. They produced two sets, one for O gauge and one for Standard Gauge. The standard gauge set consisted of a 3242(R) with (3) gray 184, 185, 186 cars. The O gauge set which was called the "gray ghost". As I was working on the 3235/3236 article I came across a 3235 in gray ON THE IVES CD. I will assume that as an uncataloged set it came with a 184 buffet and a 186 observation car in matching colors. In the 1927 and 1928 catalog IVES offers for separate sale their 17 inch cars (187, 188, and 189) in gray. I have never seen these cars being offered for sale, but Randy Berger knew of a gray (3) car set of 17 inch cars. Unfortunately the individual that bought them didn't like the flaking paint and repainted them. Now here is where it gets interesting. If they made the cars, what engine was used to pull them? If they were going to have an engine pull them, then it had to be either a 3242, 3237, or a 3243. Like the 3235 in gray below I feel they also made up a few samples of 3243's. Below is a picture of a 3243 in red from 1926. 1926 is the only year the 3243 can be found without flag stanchions. It also is the only year the red 3243 is produced with plates. What convinces me about the correctness of this 3243 in gray is the red underpaint, and the 1926 no flag stanchion frame. This locomotive was originally a red 3243 that was repainted by the factory. Was it repainted for a set they put together, or just a special customer order is anyone's guess. When you examine the pictures below note how the paint on the 3235 is flaking, but not on the 3243; that's because the color of this engine was originally a red 3243 and the red acted as a primer and kept this example from flaking. What do you think? What I think is IVES did not need any passenger cars to be used as an excuse to paint up some sample locomotives. This is exemplified with the Kelly Green 3241, the State Brown 3242, the plated Olive Green 3241, the Black 3236R, and the Reddish Brown 3235, just to name a few. No Cars, just engines! Email your thoughts to fasttrack@erols.com

**3243 RED
1926**



3243 GRAY 1926

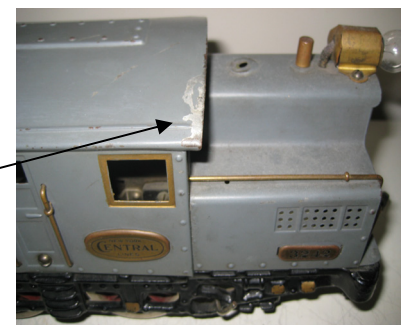


**3235R GRAY
1926**



IVES RED UNDERPAINT FROM RED 3243 -1926

**3242 GRAY
1926
NOTE NO RED
UNDERPAINT**



Ives 1120, a Weighty Matter

By: Prof. Andrew McIntyre 66-1651, I-6933
& Dr. Barbara McIntyre 03-55689

In 1928 Lionel and American Flyer continued their fixation with electric outline locomotives. IVES on the other hand, facing economic ruin, introduced new methods and designs with one exception: the IVES O gauge #1120 Steamer (Page 6, Fig. 1), which used outdated and costly methods and materials. It appeared and became extinct in that fateful year, 1928. The body casting of the #1120 with its Brookes Cab is related to the IVES 1 gauge #1129 which morphed into the standard gauge #1132 (Greenberg, 2002, section by Zabriskie, pg. 21). Was the #1120 planned much earlier? In 1927, the #1120 and #1129 (if it still existed) would have been a complimentary duo. The #1120 also would have fitted well with the #1132. But in 1928, the #1120 suffered by comparison with the near-scale IVES standard gauge #1134. The #1120 was pure toy. Its design harked back to the IVES Golden Age (1912-1918) of electrification. It was, in many respects, odd and endearing, but something IVES should not have made because its design was obsolete and not cost effective. Thus, to quote the late Ward Kimbal, "We like it!" And so did IVES for it was advertised and emphasized as, "—IVES is the only Miniature Railway System that offers a steam type electric locomotive" (IVES 1928 Catalog, page 10).

Published descriptions in Greenberg (1992) and Robinson (1991) adequately cover the general external characteristics. What we will add are observations that illustrate IVES quirks and compromises in production of the #1120 locomotive. We have examined nine specimens. Not a statistically large sample but the #1120 is uncommon.

The color is black. Supposedly the rim is all gold, but about a quarter of the specimens examined have red trim around the cab windows. IVES decided during production to add another trim color. Why? We can think of three answers. They were not selling and IVES felt a touch of elegance might help. Secondly, they were excess stock carried over into 1929 and painted red to appear new. Or lastly, they were painted red for a specific 1928 set, i.e. The Black Diamond Jr.? In addition, on most but not all specimens, Ives brush painted the motor side plates black to blend in with the casting --- a labor intensive method because you dare not get the paint into any bearings.

The design of the #1120 casting precluded using 0-gauge metal wheels for the pilot, as they would not clear the cylinders. Instead, pilot wheels are turned brass that are colored red (Page 6, Fig. 1). Machining a die for pressing a wheel from steel or for a die-casting mold is not cheap; but if you intend to make more than a hundred wheels it is the cost effective solution. The 1929-30 IVES #1122 had die-cast pilot wheels. What were they thinking in 1928? Or were they?

The #1120 is a heavy little sucker at (3) lbs not including tender. Comparable 0-gauge engines in 1928 of competing makes, except Dorfan, were 8 to 16 ounces lighter. Thus, IVES shipping costs were higher. IVES purposely made this engine heavy by taking 1/4 inch wide lead strip, winding it into an elongated disk and then forcing this lead wad into the boiler smoke box after the headlight socket and its wire lead had been placed in the casting (P. 6 Fig. 2). Then the separate casting for the pilot was attached, which hides the lead and keeps it in place. No, this was not an after-market modification by owners dissatisfied with handling because we have found this

lead wad in most of the #1120 smoke boxes examined. Cutting, rolling, and fitting that weight was labor intensive; however, it did keep the pilot tracking.

Five of the nine specimens we examined were missing their piston rods and for good reason: IVES compromised, using a method that was both labor intensive and prone to failure. Instead of making a new die to stamp out a new rod, they took the straight rod from the mechanical line, which was too short, and soldered on a piece of steel wire to extend it into the cylinders (see Fig. 3) and comments in Robinson (1991) and Greenberg (1992). The rod was then attached to the rear driver with a small bolt. The hole into the steam cylinder is small and the interior space restricted. Also the rod is a single unit and as the wheels turn, the rod orbits about the wheel centerline. Thus, within the cast cylinder, the opposite end of the rod also orbits over a smaller diameter, but within a very restricted space. If the assembler at IVES failed to cut the soldered wire to the correct length and/or if there was any play in the attachment to the driver, then at high speeds the rod could hit the casting if too long or fall out if too short. Hence, the piston rods were missing from #1120 because they either broke or were removed by disgruntled owners.

Ives used the old #25 tender last cataloged in 1920. Ives tenders were of thin tinplate, a legacy from the time when most Ives products were mechanical and thus needed the lightest tenders possible. For this resurrection, IVES added a simulated coal load of pressed tin cleverly formed to leave a 1" long flat at the rear to simulate the water bunker (P. 6 Fig. 4); the entire pressing is force fitted into the tender.

IVES attached type VI trucks with brass journal boxes, and soldered two pieces of 1/4 inch wide lead strip, same as used in the smoke box, to the interior floor next to the sides (P. 6 Fig. 3). This was necessary to leave the center of the tender floor free to permit attaching the truck eyelets. At last IVES had a #25 tender that did not want to fly away as the train rounded curves at high speed (it weighs almost double the old #25) but at a heavy cost in man hours and it added to shipping cost.

All these examples represent poor engineering and business practice and would have been sufficient reason for the consortium that took control of Ives to drop this locomotive from the line. But the main reason the 0 gauge #1120 was eliminated was the introduction of the 0 gauge #1122, which was the perfect compliment to the standard gauge #1134. Despite all the above we repeat, "We like it!" Now if only we could get those darn motors to run smoothly.

P r i m a r y R e f e r e n c e s

Greenberg, B. C., Greenberg's Guide to Ives Trains 1901-1932, Vol. II, Editor F. M. Reichenbach. Greenberg Publ. Co., Inc., Sykesville, MD, 1992.

Robinson, G. A., Made in the Ives Shops. Turner Publ. Co., Paducah, KY. 1991.

Ives 1928 Catalog. Ives Corp. 1928 Figure Captions*

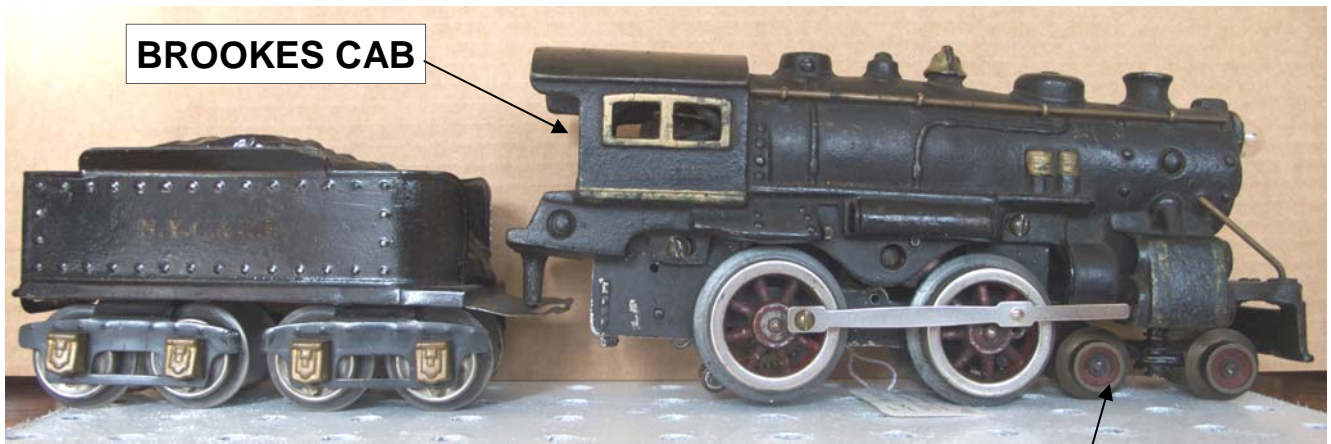


Figure 1. 1120 IVES LOCOMOTIVE & TENDER

BRASS TURNED PILOT WHEELS PAINTED RED

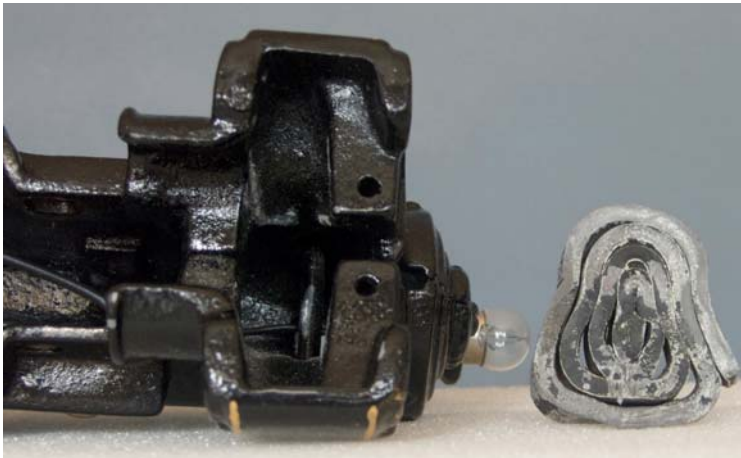


Figure 2. WAD OF LEAD FOR BOILER WEIGHT



Figure 3. EXTENDED DRIVE ROD

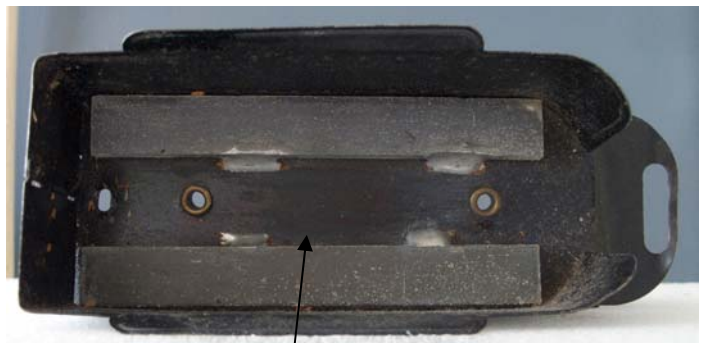
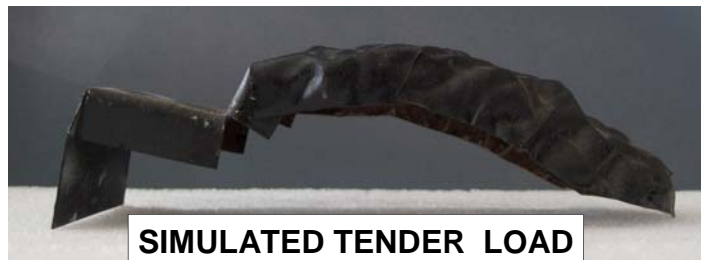


Figure 4. MODIFIED #25 TENDER FOR 1120 LOCOMOTIVE

The CADET BLUE LIONEL 248 by: Frank Donzé (I-6969)

I came about this Lionel 248 from my father's collection, via another collection. A friend of the family had purchased it at my father's auction. After our friend had passed away his daughter was kind enough to sell it to me. There are some interesting things I discovered about the 248 while doing research on it.

As most people know Lionel provided the 248 shell to **IVES** from 1928 to 1930 for the 3260 and 3261. This 248 has all the attributes of the 3260 in Cadet Blue and some of the 248 models. There are no handrails like the normal 3260. It has the wrap around headlight, which is consistent with the 3260 and early models of the 248. The number board and ventilators are in a cream color which looks similar to the cream color that was used with the Terra-cotta 248. Looking at the motor and reference books I have, it appears that it is a later version of the 248 motor, with double-reduction gear motor and solid wheels.

While doing research I came up with a theory about this 248. When Lionel took over manufacturing for Ives there were some cabs already painted Cadet Blue, but never used. Lionel decided to use the Terra-cotta Cream colored inserts on this cab and either sell it as a stand alone or in a freight set. This is unless someone out there has some Lionel passenger cars 603, 604, 629 or 630 painted in Cadet Blue.

Also during my research I did find another version of the Lionel 248 in Cadet Blue. It was auctioned off by Stout Auctions in Nov.5, 04 (<http://www.liveauctioneers.com/item/583437>). There are some differences I noticed between the Stout model and mine. The headlight on the Stout one is cast and mine is the wraparound style. The other noticeable difference is the Stout one has a bell and mine has a pantograph. If a member happens to have the one that was sold by Stout, it would be interesting to compare the two.

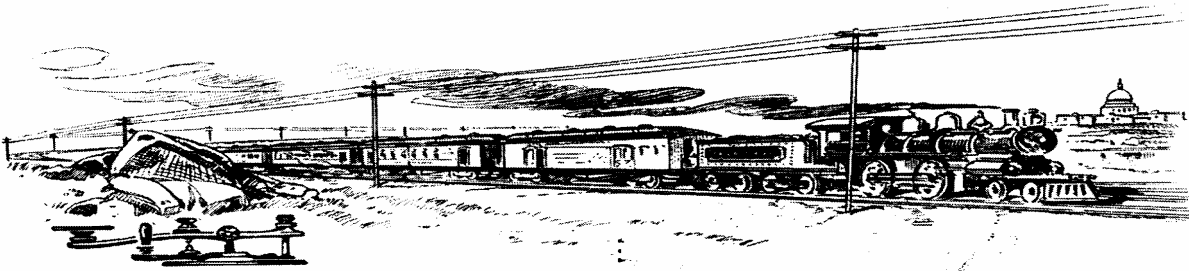
In short it would be interesting to see if there are any other Lionel items out there in **IVES** colors or Lionel items using **IVES** parts? We do know about a red Lionel #8 that is using a 3236 shell that is pictured on the last page of Doc's book.



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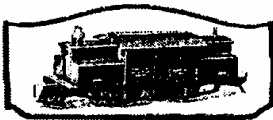
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