

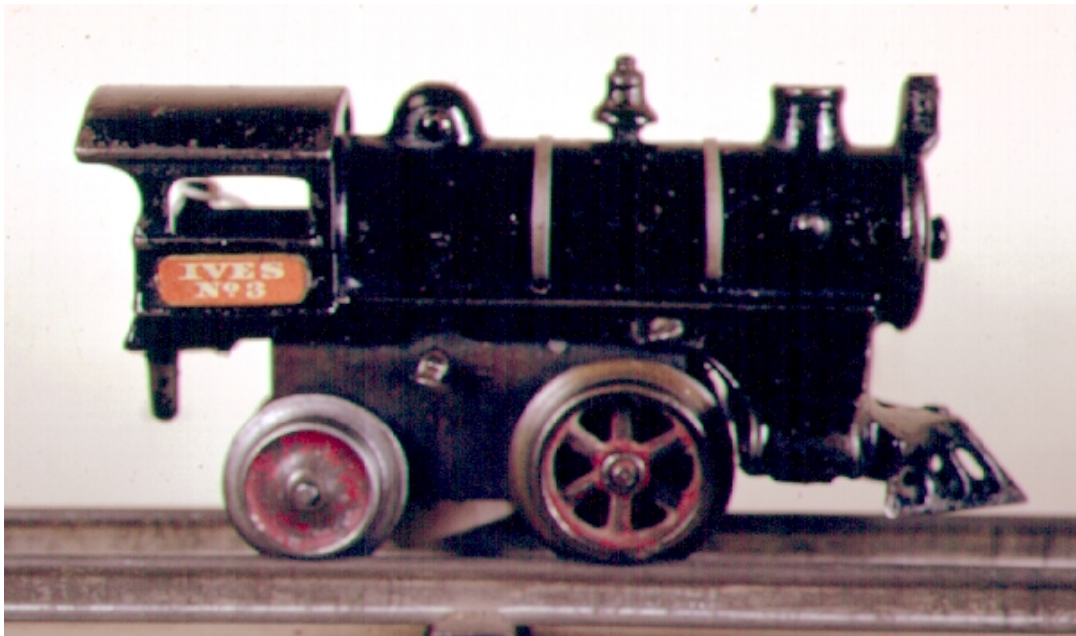
## Unique Cast Iron Ives No. 3 Clockwork Locomotives

By  
Roger A. Rydin

I wrote an article about crossing gates and platforms that recently appeared in Ives Ties. It was preceded by two shorter articles published in the VTC Newsletter that some of you may remember. My editor for this Ties article was John Basile, who I have met a few times at York. I was surprised by an e-mail saying that he was coming to Charlottesville from Albany, NY to see his son, and he wanted to stop by and see my collection.

John showed up as promised, and I ran the trains on the downstairs layout for him. These consisted of an Ives passenger set headed by a No. 1118 locomotive on the top level, an American Flyer freight set headed by a No. 429 switcher on the middle level, and a Lionel Western Pacific passenger set, my Russian passenger set, a recently installed Hornby Flying Scotsman freight set, and a JEP French passenger set on the bottom level. He had never seen the latter three trains run before.

We then went into the other room to look at the collection on the shelves. While he picked up and examined several of the pieces, he surprised me when he pulled out my cast iron Ives No. 3 locomotive and said he had never seen one before. I had thought that the series from No. 0 to No. 6 covered most years that Ives built locomotives, differing only in the strength of the spring which determined how many cars could be pulled by the engine. While that was true in general, the cast iron No. 3 had a much shorter reign, only from 1909 to perhaps 1914. In this short period there were three different wheel arrangements. The Greenberg's Guide to Ives Trains, Volume II, carried a description of most of these engines, but only showed one example. I found this same engine on Dave McEntarfer's Ives CD, dated 1908-09, as shown below. It was the same one pictured in Made in the Ives Shops by Gerald Robinson, a.k.a. Doc Robbie.



The Greenberg's description says:

"0, 1, 2, 3, or 4: 1908-09. 0-2-2 wheel arrangement, and a smooth black-painted cast-iron boiler with a single rectangular cab window on each side; drive wheels with six spokes; solid, stamped-steel metal trailing wheels; two boiler bands; red lithographed number plates beneath cab windows; no brake or speed governor. The locomotives were assigned different numbers depending on the strength of their clockwork spring, with No. 0 having the least powerful spring and No. 4 having the most powerful."

The 1908 and 1909 Ives catalogs were essentially identical, and had a single illustration of a 0-2-2 engine with red number plates.

The drive wheel arrangement changed shortly afterwards, perhaps to get better locomotive traction. The Greenberg's description says:

"0, 1, 2, 3, or 4: 1910-12. 2-2-0, with black-painted, straight, cast-iron boiler with rivets; cab had one rectangular cab window on each side; low pilot stud; red- and gold-trimmed headlight mounted above and slightly in front of the smoke box; two nickel-finished boiler bands, gold-painted bell; black-lithographed plates, with white lettering and a red outline, located beneath the cab windows. Boiler top order: headlight, rivets, tall stack, rivets, band, rivets, bell, rivets, band, rivets, dome. Solid stamped-metal pilot wheels and six-spoke drivers fastened by six-sided nuts. The boiler was fastened to the motor by a screw located above the pilot wheels. No drive rods, pumps, tanks, or piping. Five rings of boiler rivets were integral to the boiler casting. Motor had a speed governor."

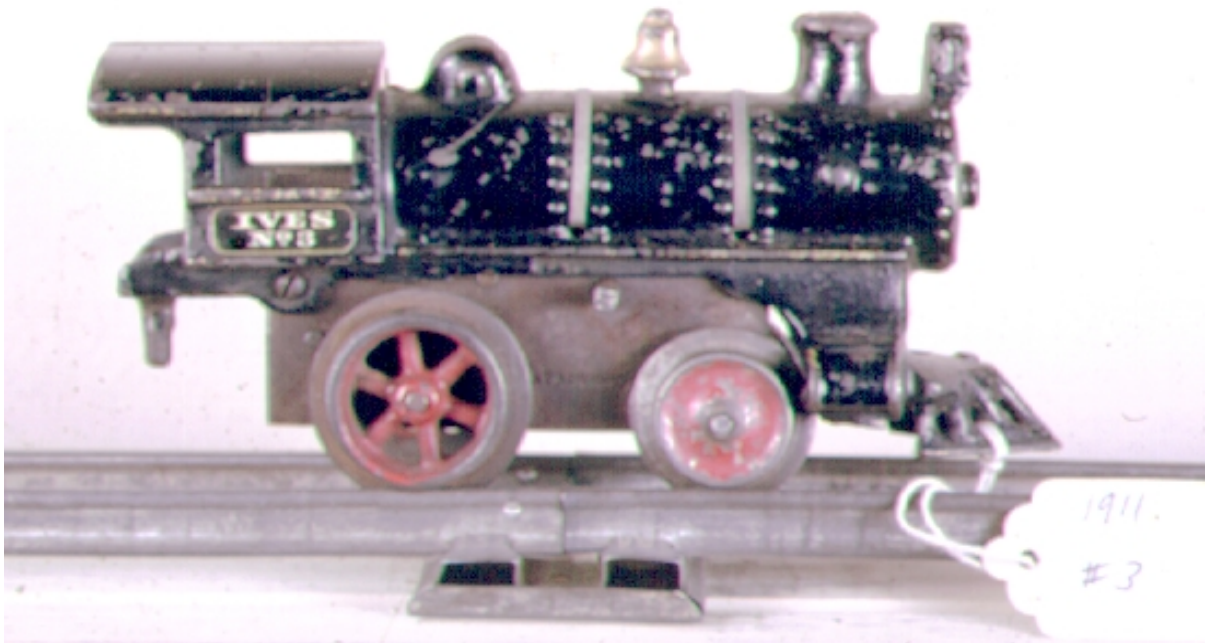
Ives catalogs from 1910 and 1911 show a 2-2-0 No. 3 engine. Dave's CD pictures a smooth boiler with a red number plate that he suggests was 1909 or 1910, shown below.



Actually, the Greenberg's No. 3 descriptions continued separately for different years:

“3: 1910. 2-2-0 wheel arrangement, with black-painted boiler and cab with rectangular-top cab window on each side; no stud on pilot; headlight above smoke box; two boiler bands; red lithographed number board below cab window with gold-lettered "IVES/No. 3". Boiler top order: headlight, rivets, stack, rivets, band, rivets, bell, rivets, band, rivets, dome. Boiler fastened to frame by screw above and to the right of the rear driver; boiler had rivets and red trim on cab above and below window. The 1910 boiler was very similar to the 1908-09 version, but it had more rivets.”

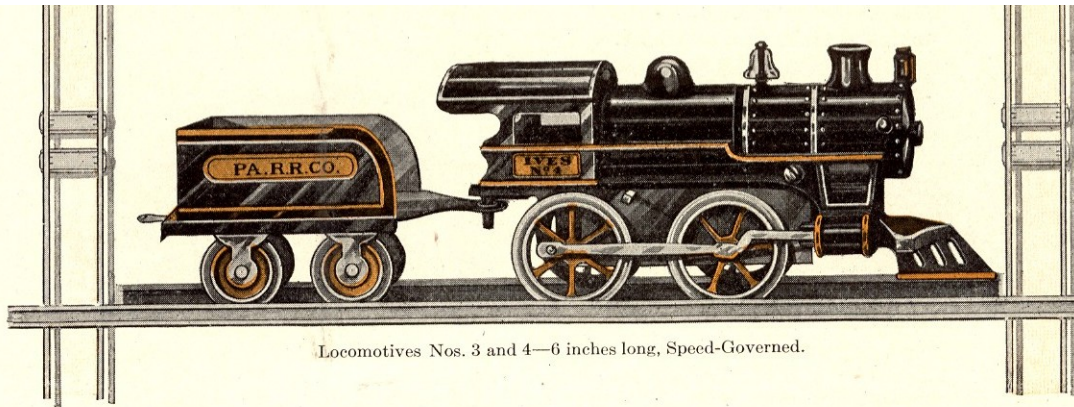
The circa 1911 2-2-0 version had black number plates instead of red, as shown in another of Dave’s photos from Doc Robbie.



Now comes the confusing part. According to Greenberg, the No. 3 apparently went to a 0-4-0 wheel arrangement in 1911 and then back to 2-2-0 in 1912! Greenberg says: “3: 1912. 2-2-0 with black-painted cast-iron boiler with rivet detail, and a single cab window on each side; two boiler bands; headlight on top of the smoke box; solid stamped-metal leading wheels and six-spoke drive wheels.” Greenberg goes on to say: “3: 1911. 0-4-0 wheel arrangement with large spoke wheels; cast-iron boiler and cab painted black with gold trim. Number plates beneath cab windows were lithographed white on red.”

The above circa 1911 photo may correspond to the 2-2-0 engine that Greenberg describes, but both his dates may be wrong. The 1912 catalog shows Nos. 0, 1, and 2 in 2-2-0, but only shows a No. 3 0-4-0 engine, as pictured below.





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Examination of the Ives catalogs for 1913, 1914 and 1915 indicates that the No 3 was not offered at all, as only a 0-4-0 No. 5 without drivers and a 0-4-0 No. 6 with drivers were mentioned! The 1914 catalog mentions a No. 2 engine, and the 1915 catalog pictures a 2-2-0 No. 2 engine.

My engine corresponds somewhat to Greenberg's 1911 description, except that it has a white lettered black number board, drive rods, and has the date Apr 4, 1911 clearly stamped on the side of the motor, as shown below. Those were often patent dates, which occurred before the date of actual manufacture. Dave shows the other side of a similar locomotive on his CD, also from Doc Robbie, but doesn't show one with red number plates. My best guess is that my 0-4-0 dates from 1912 instead of 1911.



The final bit of confusion comes from Dave's CD. He shows a rubber-stamped 0-4-0 No. 3 engine, with drive rods, that he dates circa 1913-14. My guess is that Ives had a left-over No. 3 motor but no more number plates, so they stamped it instead.



Anyway, John has a good eye. I picked up my engine on EBay in 2001 with some 50-series passenger cars, and never gave it much thought. But the No. 3 engines are unique, and are worth noticing. I didn't really take a good look at it until John pointed it out and got me to look up the references!