

A PUBLICATION OF THE IVES TRAIN SOCIETY

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IVES TRACKS

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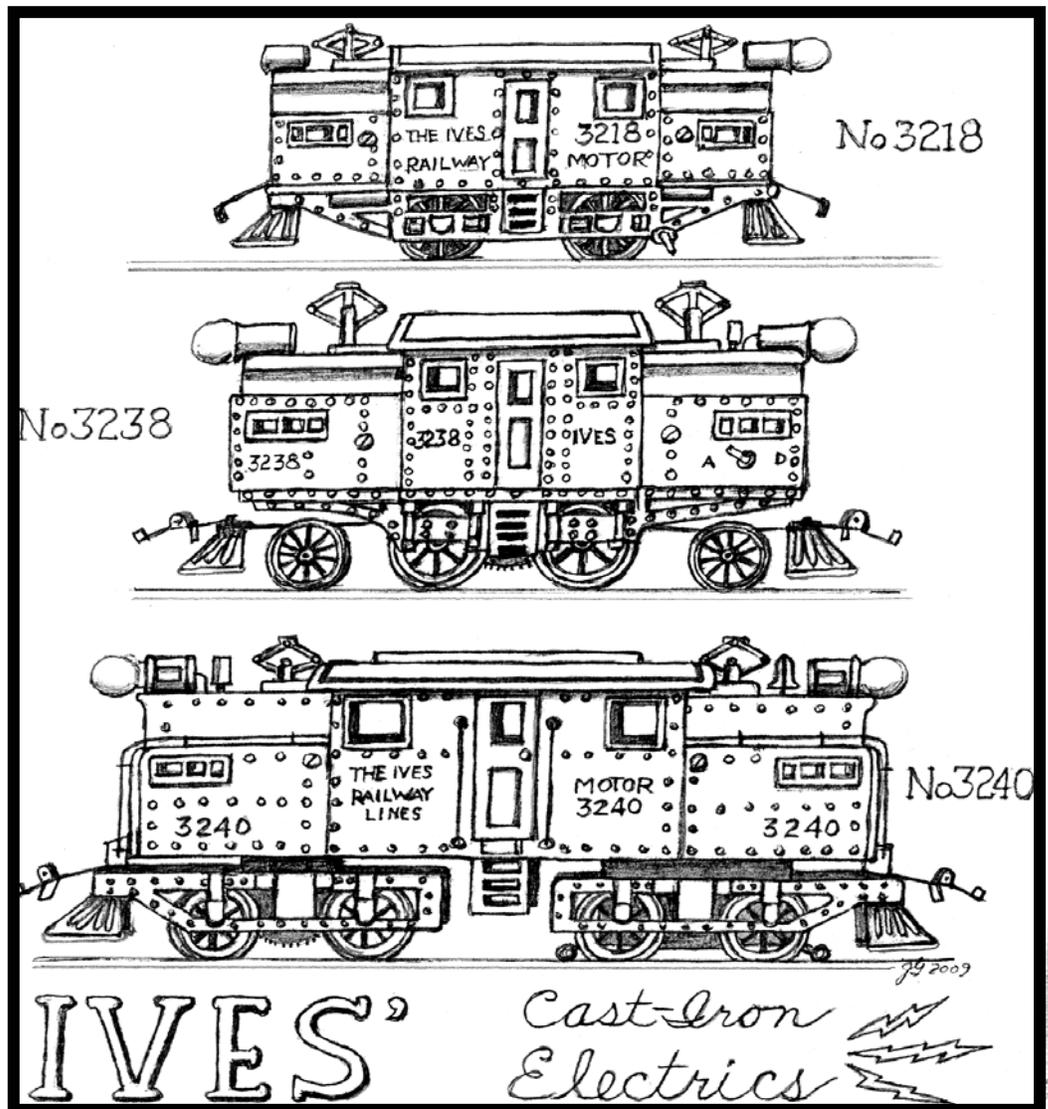
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IVES' CAST-IRON ELECTRICS

(See front cover illustration)

By John Gray I-6662

I've wanted to do an illustration on IVES' cast-iron electric locomotives. I have always been fascinated with the details IVES used on these early units.

I couldn't cover them all, so I touched on the (3) main categories (3200, 3238, and the 1 Gauge 3240's). The sketch shows a 3218, a 3238, and a 3240. I have always considered these to be an important part of IVES' history. They helped set the stage for IVES' entry into the early 20th century toy train competition, at which they excelled. Even though IVES' wide-gauge production was wonderful in its own right, I feel that its early history in 1 Gauge toy trains is the most interesting.

I think it's amazing that IVES was able to incorporate so much detailing into its early cast-iron electric locomotives. Cast-iron toys were never popular in Europe and only a few manufacturers there produced cast-iron toys to compete against IVES in the U.S. The German toy maker, Bing, produced a line of beautifully made cast-iron steam and electric-type 1 Gauge engines for the U.S. market during the years prior to the First World War, however, IVES remained supreme.

In 1910 IVES introduced its first series of electrified 0 Gauge, cast-iron, steam and electric-type locomotives. The steamers were represented by the 1100 Series, including the No. 1117, the No. 1118, and the venerable, larger No. 1125. Over the years of production various changes were made to the casting of these engines.

The 0 Gauge electric-outline locomotives were represented by the 3200 Series, including the No. 3217 and the No. 3218 four-wheeled units, and the somewhat larger, more detailed 3238 units, with leading and trailing swivel trucks, cast-in pantographs, and electric head lights.

In 1912 IVES castings boasted elaborate embossings including rivets, ventilators, windows, pilots, doors, electric head lights and pantographs. These effects could be found to a lesser degree on the smaller 0 Gauge 3200 and 3238 Series. See front cover illustration.

IVES large 1 Gauge electric-outline locomotives were among the heaviest toy trains ever produced, and probably required adult supervision during use for children, who were lucky enough to own one of these treasures. Standard colors used on these units were either black or gray, with red trim.

For today's toy train collector, it would be a rare find indeed to encounter one of these toy locomotives in good condition and in operating order. They are expensive, but a worthwhile addition to a toy train collection.

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.

I look forward to seeing you at York in a few weeks.
York bound, Don

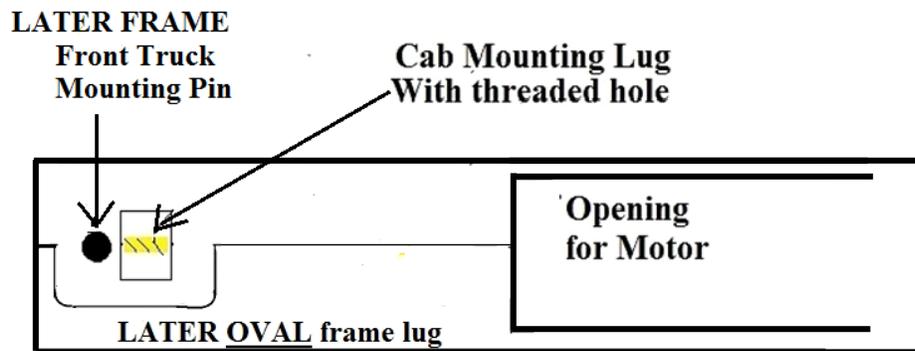
STUDY OF THE 3245 FRAME

BY Randy Berger

The first picture is of a 1929 long-cab 3245. It is trimmed all in nickel and it is, in my opinion, the first Wide gauge loco trimmed this way. The frame has a black stripe that runs completely around the frame unlike the 1930 version which does not have this stripe.

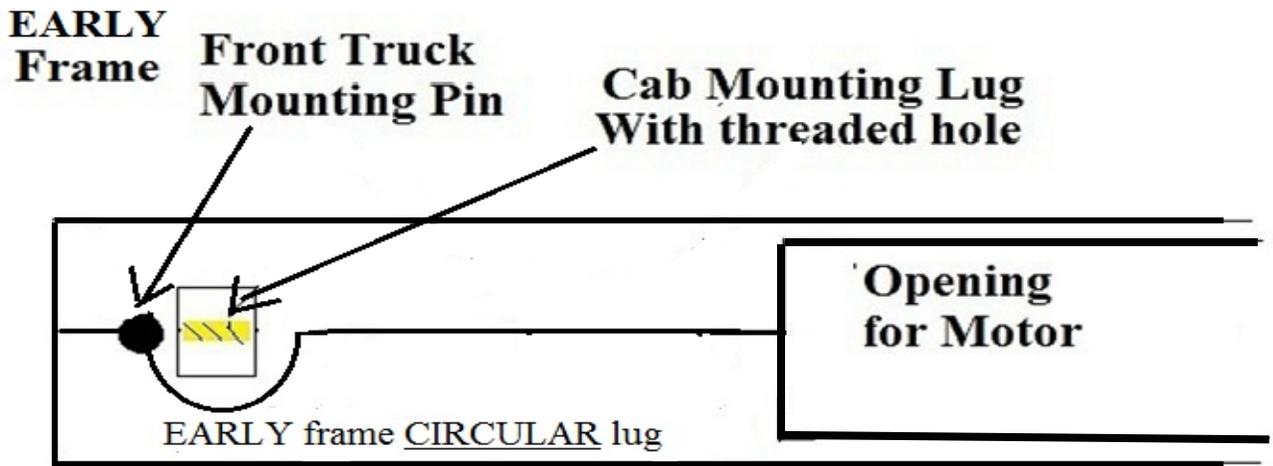


The frames of these locos are very simple and are comprised of only four different castings. The two main pieces of the frame are identical castings and are designed to mate together. The two side frames for the pony trucks and the pilot castings comprise the remaining three castings. This 1929 version has what I believe to be a modified frame from the original, We will refer to this version as the "LATER" frame. If you look closely at the pictures of the cab mount at the ends of the two different frames, you will note the difference. There is an OVAL around the lug that is the cab mount on the LATER frame, while there is a semi-circle on the EARLY frame.



The oval is exaggerated in the line drawing to emphasize its shape





EARLY frame showing CIRCULAR Lug and pin location

Note in the above picture the reinforcement of the motor mount legs for added strength. The weights on this loco were mounted before the frame was painted, and then the weights were painted black. The weights are unpainted where they are behind the motor mounts. There have been locos that have orange/yellow weights. They just didn't paint them black. The lugs used as the cab mounts are fourteen and 3/16 inches apart at the far ends. They are thirteen and 9/16 inches at the near ends. The distance inside the cab from end to end is fourteen and 7/16 inches. That leaves a quarter inch disparity and if there are no spacers used, the ends of the cab will be bowed inward if the mounting screws are tightened down firmly. I initially thought this was the reason for the frame alteration. After studying the construction further, I think the frame was altered so that the hole for the truck front pin would be located in solid metal rather than on a joint. As to the reason that the earlier frame appears on the later loco, I believe it is for the same reason that the 1928 motor plate appears on some 1930 locos. They were using up parts already made and initially not used, but were forced to use, due to their financial condition in 1930.

1930 3245R This loco is trimmed all in brass and does not have the black stripe on the frame as is usually found on the 1929 locos. The light bulbs are exceptionally large.





Note the original wheels on this 1930 motor are 1134 drivers that have not been drilled and tapped. Also note the brass plate on the pickup says "The Ives MFG. Corp." which is a 1928 plate. This is fairly common on 1930 motors as they were obviously using up older stock and parts.



As you can see from the above, the paint underneath the weights is a much lighter orange, bordering on yellow, on the 1930 frame. I had removed these weights years ago and remounted them and in my mind the yellow was even brighter then. This picture also shows the semi-circle surrounding the cab mount and the pin location right where the frames meet.



The square notch in the side of the frame to clear the brush tubes was made after the frame half had been cast. This is apparent because the notch only appears on one side of the frame. These two halves of the frame are identical except for that notch. Smart engineering required only one die. The frame overall is seventeen and 1/16 inches long. The weights on my two locos are almost identical and appear square when viewed from the top. I have also seen weights that are not as high, but almost twice as long horizontally. I would be happy to answer any questions that I can. If you have any, please send them to Marty Fasack at fasttrack@rcn.com

THE FOLLOWING ARE COMMENTS By DON LEWIS

Attached are two photos of Doc's repainted 3245 which I own. It is a 1929 version as evidenced by the nickel trim. It does support your hypothesis. The spacers are gone so the cab does push in when being re-attached. My newly acquired 3245 does have the spacers for cab mounting and I believe was painted under the weights. The weights are black.



Fixen, Fixen and more Fixen

By Martin Fasack

At the October meeting members brought their Fixen items as requested in the September issue of "Tracks". John Desantis gave a presentation on the uniqueness of these manufactured products. He brought a Fixen casting for a left handed switch, a switch track, and some general track for us to review. In many cases this is the first time many of us have ever seen these items. Clem Clement also brought some interesting Fixen items as shown in figure 4. These unpainted pieces allowed us to see how two IVES cars were welded together to make the interurban bodies. It is assumed that Fixen made under a 100 train cars in total. That is inclusive of motorized and non-motorized units. It is amazing that of the small amount of units manufactured, most have survived and are in the hands of fellow collectors. John also brought a couple of two car sets and a Fixen original box. This box can be considered rarer than the Fixen train items themselves.

We have been fortunate to provide a great deal of information about Fixen, more than was previously known, between the last issue of Tracks, the presentation during the York meeting, and the pictures that are shown on this page. This is what makes the IVES Train Society unique. It is a body of collectors who have a widespread knowledge of many topics related to IVES. Fixen was not manufactured by IVES, but they used most of their parts from IVES inventory. I would like to put Fixen to rest, but if a member has something that we haven't seen I would be happy to publish the finding.

In the next issue of Tracks (June 2011) we will have an excellent article, with pictures, on the 1928 IVES 1120 locomotive and tender. We would appreciate your sharing of any additional information on this topic at the April York meeting. This includes locomotive examples for pictures, written documentation that we might not have seen, and your general insight and knowledge on the topic. If you are not attending the meeting then email your input to my email address at fasttrack@erols.com.

The 3235/3236 locomotive article is progressing nicely and is on schedule for publication in the December issue of "Ties". Bring your rare samples to the April meeting.



JOHN DESANTIS



Figure 2. FIXEN TRUCK



Figure 3.
UNDERSIDE OF A
FIXEN CAR



Figure 4. FIXEN BROUGHT TO MEETING



Figure 5.
FIXEN SWITCH
TRACK

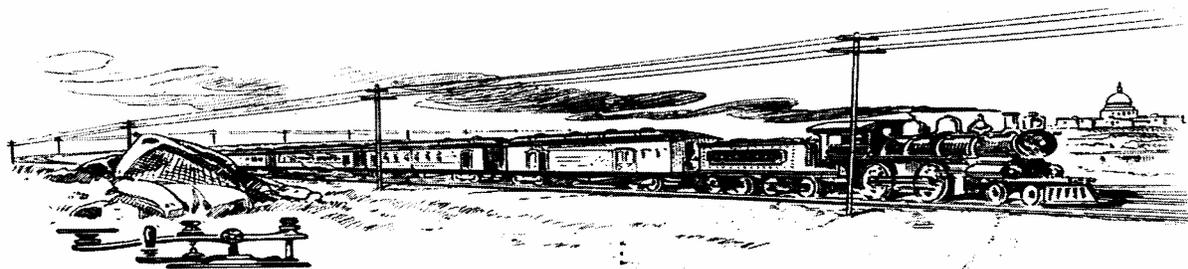


Figure 6.
FIXEN CASTING FOR
LEFT HAND SWITCH

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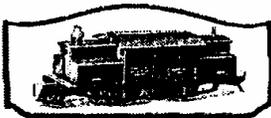
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