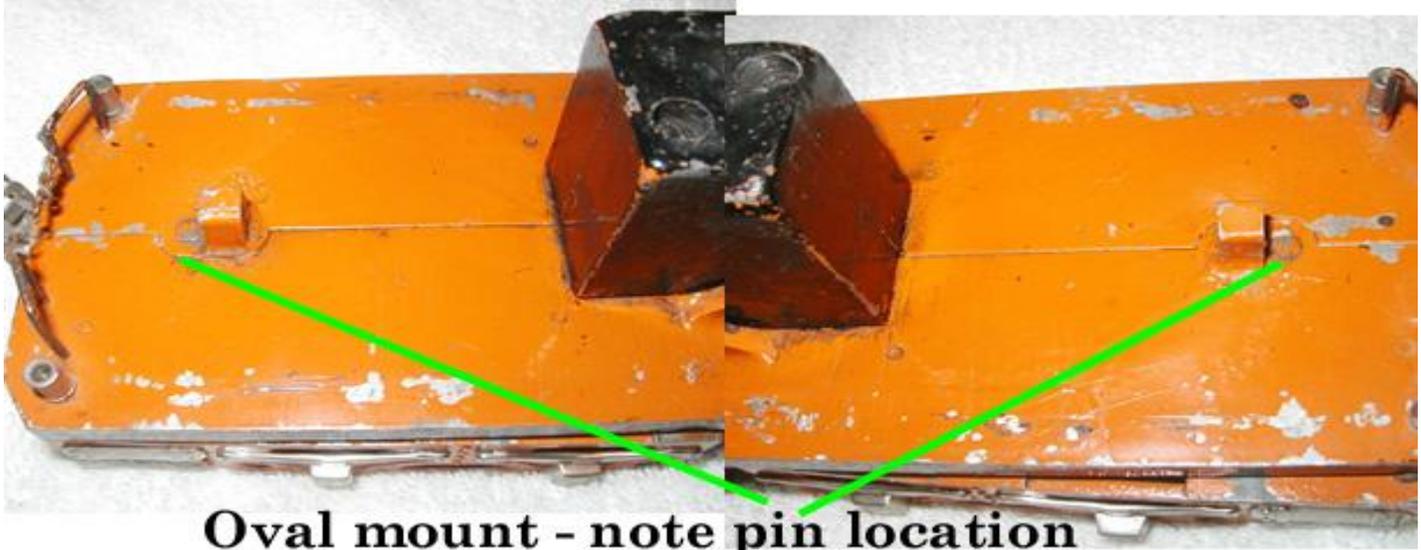


The first picture is of a 1929 long-cab 3245. It is trimmed all in nickel and it is, in my opinion, the first Wide gauge loco trimmed this way. The frame has a black stripe that runs all the way around. The couplers are repros.



The frames of these locos are very simple and comprise only four different castings. The two main pieces are identical and designed to fit together. The two side frames for the pony trucks and the pilot castings comprise the remaining three. This 1929 version has what I believe to be a modified frame from the original, which we will refer to as the "second" frame. If you look closely at the pictures of the cab mount and 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 1929 frame, while there is a semi-circle on the 1930 frame.

(1929 frame)

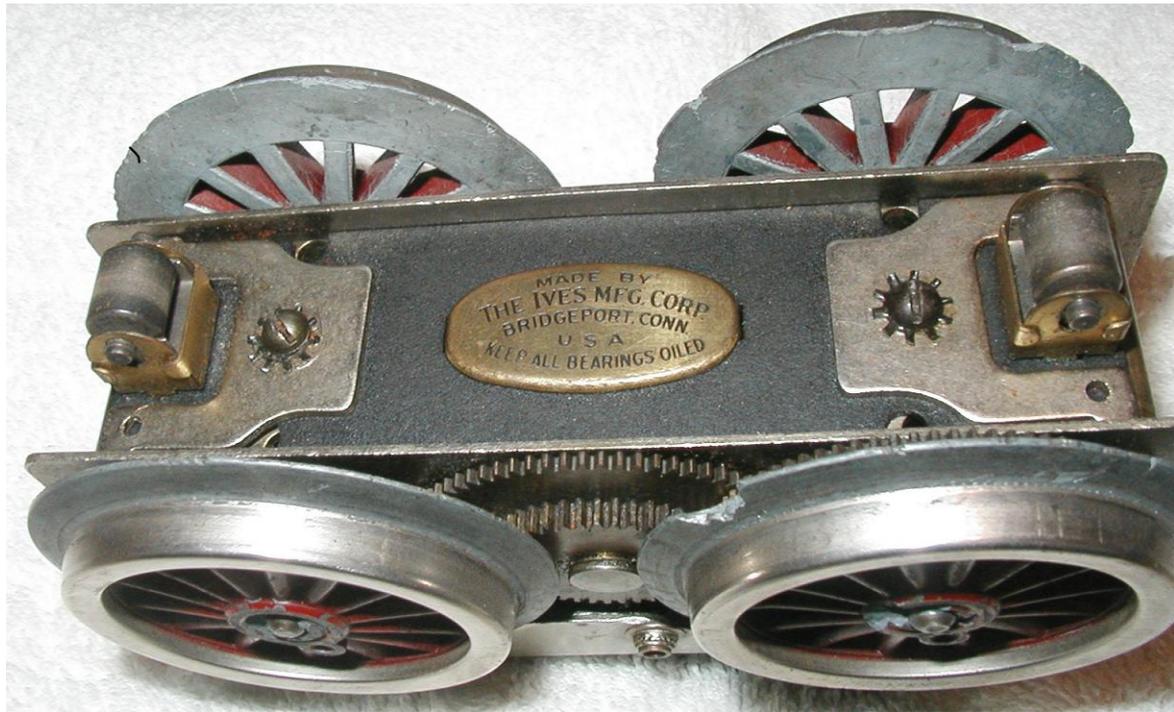


(1930 frame showing semi-circle and pin location)



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. The lugs used as the cab mounts are fourteen and  $\frac{3}{16}$  inch apart at the far ends. They are thirteen and  $\frac{9}{16}$  at the near ends. The distance inside the cab from end to end is fourteen and  $\frac{7}{16}$  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 for financial consideration in 1930.

1930 3245R (repro pantographs) 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.

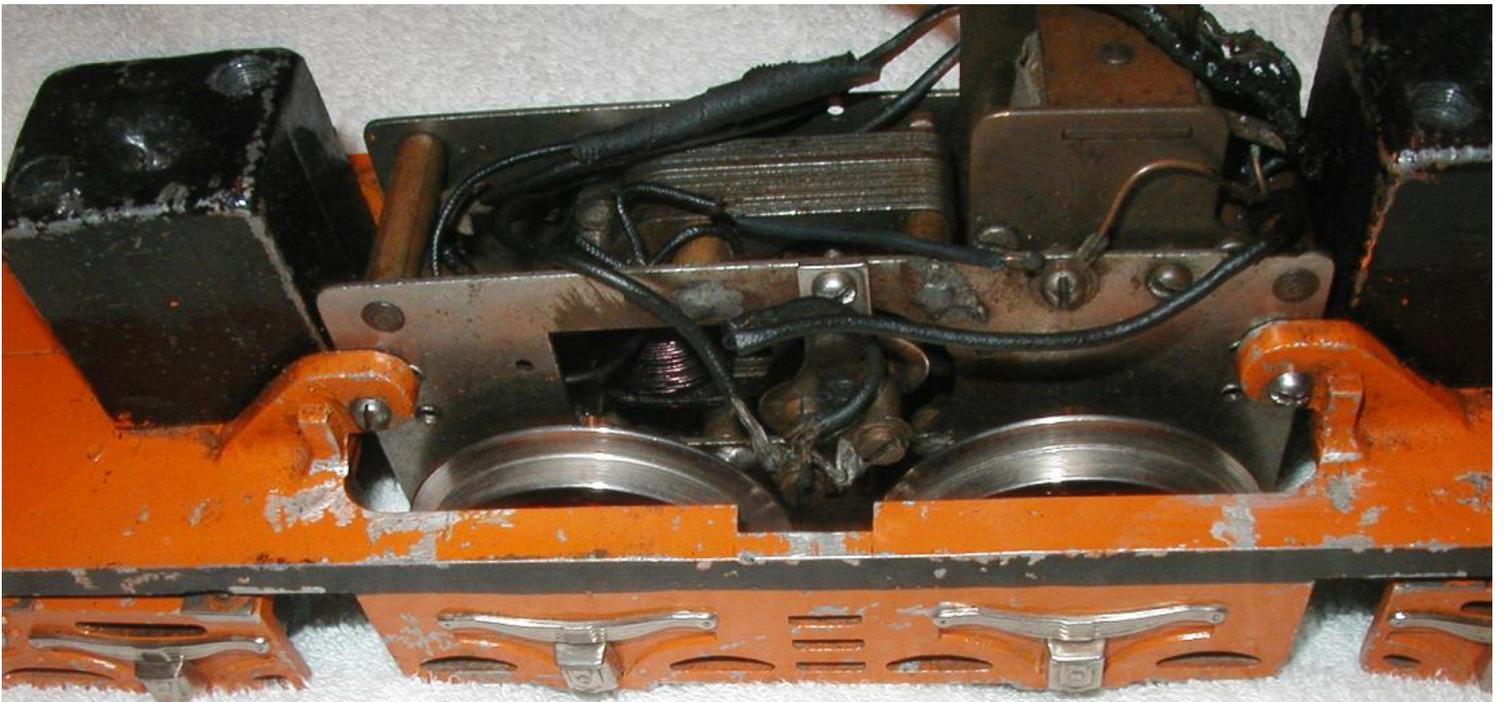


Note the original wheels on this 1930 motor are 1134 drivers that have not been drilled and tapped. Also note the brass plate on the pickup Says "The Ives MFG. Corp." which is a 1928 plate This is fairly common on 1930 motors as they were obviously using up older stock and parts.

As you can see 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.



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](mailto:fasttrack@rcn.com)



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 inch 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.