

IVES TRACKS

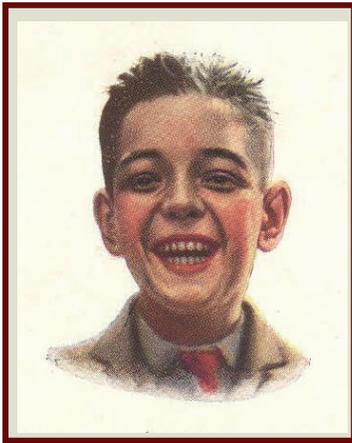


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THE IVES TRAIN SOCIETY

The Conductors Call

By Don Lewis



Dear fellow Society Member:

The year 2007 is just beginning. I'm sure we all made some resolutions which sounded good on January 1 but seem to be less attractive after a couple of weeks. However there is one resolution that we can all relate to and will surely keep; i.e. adding one more Ives train to our collections. Are we all in agreement? Good!

I hope that your holiday season went well and you were able to relax and spend some time with family and friends. Always remember that is time that can't be replaced.

Winter began on December 21. With the cold weather approaching we tend to hibernate more inside, thus affording ourselves more time to play with our Ives trains. That's not so bad is it? If you're like me you will study a piece that has been in your collection for some time and all of a sudden notice something that you had not seen

before. It's a great feeling. Armed with this new discovery, we will take photos of it and send them to our friends to get there input. What fun is that? Definitely beats shoveling snow.

As I explained on the postcard that you received in November 2006, we will strive to keep "Tracks" on schedule as a quarterly publication. We are a little short on personnel. If you have abilities in desktop publishing and feel you can help us with the "Tracks" publication please contact either Dave McEntarfer or me. We definitely need help.

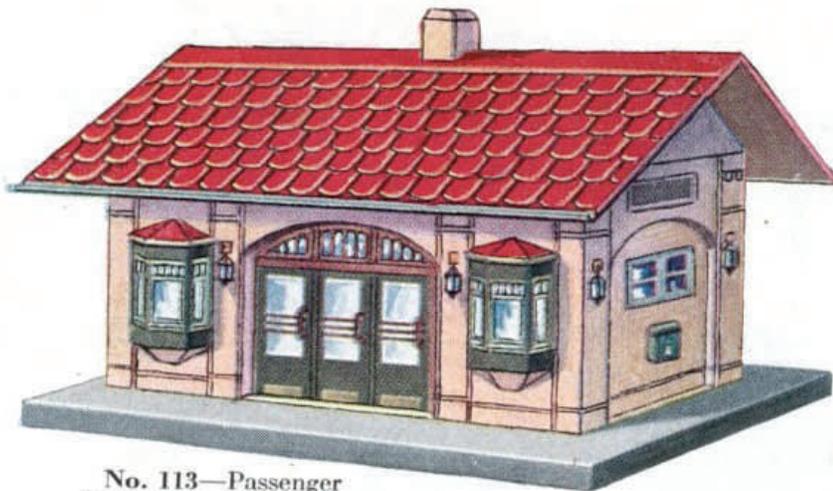
As 2007 rolls on keep we all have to realize that sometimes all of our planning and scheduling doesn't work out. Don't let it get you down. Look for alternatives. You never know there may be a better way.

Happy New Year!

Don Lewis



STATIONS OF DISTINCTION AND QUALITY



No. 113—Passenger Station, 8 x 12 3/4 inches.
No. 113-3—Same, with Lights.

Have you ever seen an Ives Station that looks like the picture above? We haven't, but this is the artists drawing of the No. 113 Station that was shown in the catalog in 1924 and 1925. We wonder what the artist was looking at when he drew this!

DARK OLIVE GREEN 3242 X TWO

There are some old adages in train collecting circles which go something like this: I don't believe they ever made that variation, or I never heard of that, or I've been collecting for 40 years and I know everything that was cataloged and uncataloged. Sound familiar?

Back in 1997 I was asked to sell the remains of the Louis Hertz collection. You might remember there were many very "Special" items available in the room at the Holidome. Anyway, part of the estate included two pallets that had been in storage for almost fifty years. These pallets included the Lee Lines Railway (mentioned in *Riding the Tinplate Rails* (pages 82-85)), household items, a steamer trunk full of Model Railroaders Digest, and two steamer trunks full of assorted trains. There was no logic to the trains that were stored. A sample of what I found was one Lionel brown State Car, 16 Dorfan standard gauge hoppers, 16 Dorfan standard gauge tank cars, one Boucher 2500 tender, assorted

O gauge and much more.

As I kept digging through the trunks I pulled out one piece which immediately caught my attention. It was a Dark Olive Green 3242R with brass plates. As a reference for the color, look at the 187, 188 & 189 cars with brass plates which were cataloged in 1926. This 3242R was the same color. I know I had never seen this color on this engine before and as I found out neither had any of my friends who collect Ives trains. They were as surprised as I was. This engine has the wide motor with the automatic reverse unit. It is mounted on a sheet metal frame which has snow plow pilots. All correct for 1927 but the paint color is the same Dark Olive Green that is on the 1926 Transcontinental set. This piece found its way into my collection. Needless to say I was ecstatic. As far as we all knew it is the only Dark Olive Green 3242R known. Not that it mattered, but the engine did have significant touch up and a 1/4" cut from top to bottom on one end of the cab. I only mention this because it leads into the next part of this story.

On November 11, 2006 I attended the James Julia auction in Maine. There were 240 lots of trains which included Lionel, Ives, American flyer, G gauge, O gauge and more. To my amazement, cataloged in a lot as a single piece, was a Dark Olive Green 3242. Yes, the same dark green as described above. Although scratched, I looked at the piece as an upgrade (think about that) to the engine I already owned. I was determined to own this engine. The auction ended and the dust settled. I owned the second Dark Olive Green 3242. We packed up the lots we won and headed home the next day. Later that evening, I pulled the engine out to look at it. Well as previews and auction go, I never noticed that this engine was a brass plate 3242 (no R on the plate). I knew it was sitting on a cast-iron frame (1926), but thought that the owner of the trains had put the cab on the wrong frame. As it turns out the frame was correct. This variation had the narrow motor with the late style wheels with the manual drum type reverse unit mounted to the motor and the lever protruding from the frame. This cab did not have a slot cut out in the top for the handle of the disc type manual reverse unit.

The 1927 catalog does show a Green 3242/3242R for separate sale. It is cataloged above the 1134 B & O (President Washington) steam locomotive. We don't know if the Green was meant to be the color of the New Yorker set which was also cataloged that year. Since the catalog was sepia in color we would only be guessing at this point.

Needless to say I could not believe what I was looking at. I didn't get the upgrade I was planning on but instead added a variation to a possible one of kind locomotive. Not only is it a variation, but it may well be the only manual reverse Dark Olive Green 3242 known. Also, these finds disprove once again the old adages mentioned above. As this article proves, there is always something new to be discovered.

If anyone has a 3242/3242R in this Dark Olive Green or if you can shed any light on the subject, The Ives Train Society would love to hear from you. Contact either me Don Lewis at dorfan@aol.com or Dave McEntarfer at ivesboy@adelphia.net.





TOP PHOTO: Santa boarding a Chief Set, One Gauge and your basic red and green Christmas Trains.
MIDDLE: Yes Virginia there is a white boxcar and a Tomato Soup car
BOTTOM: Copper Seagrave trying to cover up a Harmony Creamery Car.





Christmas Layouts by IVES



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