

A PUBLICATION OF THE IVES TRAIN SOCIETY

March 2013



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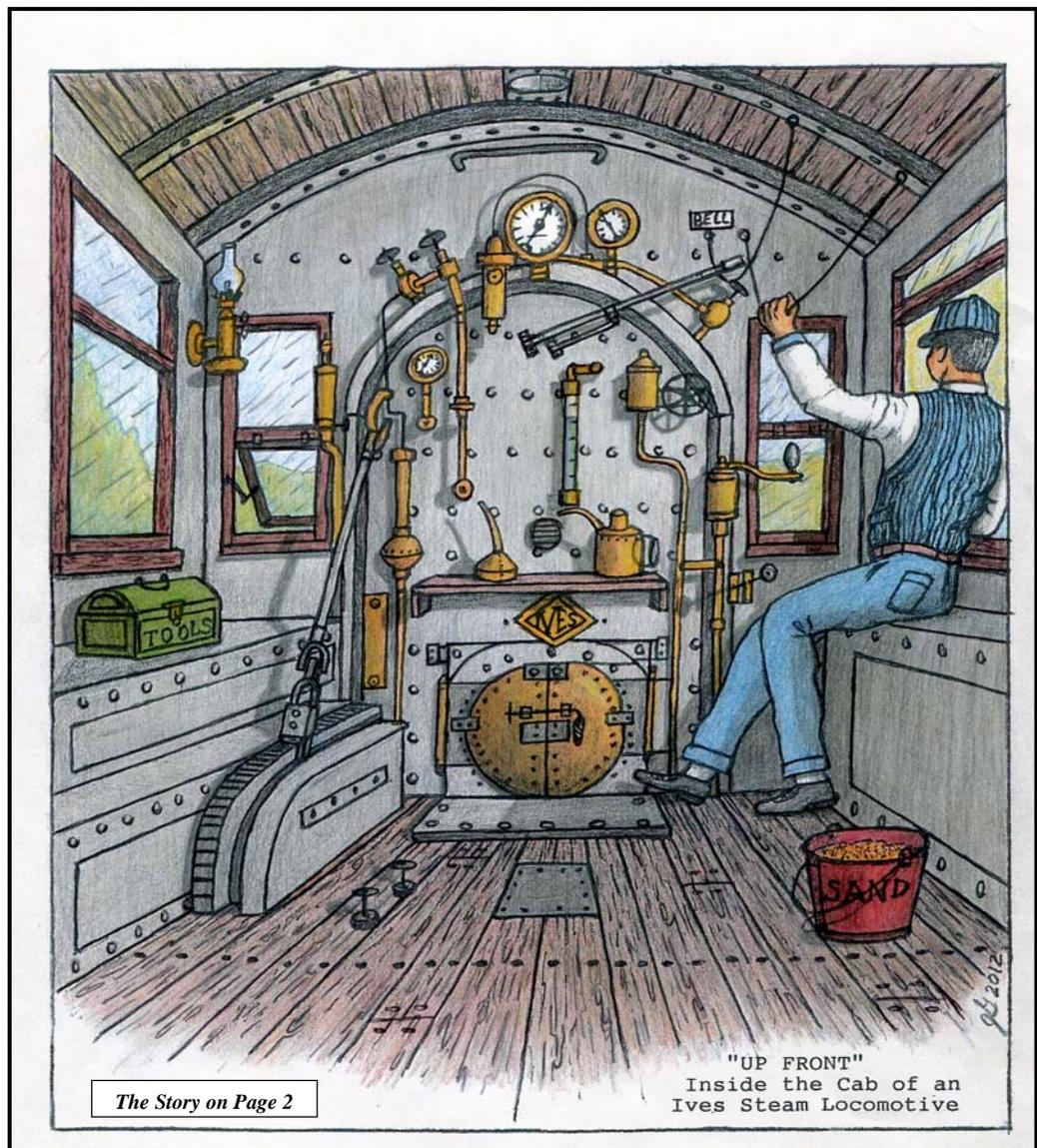
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The Story on Page 2

"UP FRONT"  
Inside the Cab of an  
Ives Steam Locomotive

## **“UP FRONT”**

### ***Inside the cab of an IVES***

*steam locomotive* (See front cover illustration)

**By John Gray I-6662**

For the first 100 years or so the history of the American railroads, the steam locomotive and all its glory reigned supreme, evoking images of great power and speed, and romantic journeys to far-off places.

But the steam locomotive, with all its noise, smoke, and pollution was gradually replaced by the electric, and diesel-electric locomotives, with their “white gloves” cleaner operation. And by the mid-Twentieth Century, the steam locomotive began to disappear from the scene altogether.

Even so, its legacy remains alive and well among train enthusiasts everywhere. From toy train collectors around the world, to present-day tourists seeking to re-capture the romance of travel aboard a steam train, the steam locomotive is still very much with us.

But by producing high levels of smoke, soot, and pollution, they became an environmental nuisance, and because of the extreme heat and steam pressure generated, they demanded careful attention and constant maintenance. Frequent cleaning was essential, and not enough water in the boiler, a faulty valve or steam fitting could result in overheating and disaster.

However, train enthusiasts forgive all this because steam locomotives still attract attention, Whether on the shelf of a toy train collector, or on the open rails of a steam-powered tourist train, their antiquated technology still remains fascinating to both young and old alike.

The front cover illustration depicts an engineer “up front” pulling the whistle cord inside the cab of an IVES steam locomotive from the early 20<sup>th</sup> Century, with its boiler head, fire box, throttle, the large reverse lever, and various brass steam valves, water and pressure gauges, as it approaches a rural train depot in typically grand fashion.

## **PRESIDENT’S COLUMN**

**Don Lewis**

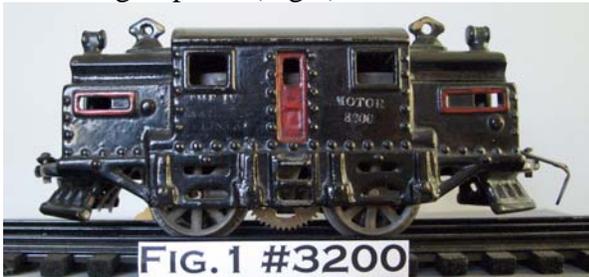
## Ives E-locomotives of WWI: *Characteristics that define production year.*

**By: Prof. Andrew McIntyre 66-1651 and  
Dr. Barbara McIntyre 03-55689**

We have determined the characteristics that indicate year of production 1915-1918 for electric outline, E-locs, Ives models #3200, #3216, #3217, #3218, #3220, and #3238. This is possible because there are two locomotives that were time limit manufactured, the #3220 in 1916 and the #3216 in 1917 and 1918. These two provide provenance by manufacturer/catalog rather than by buyer. In addition, we have buyer provenance for one Ives set 1110X from 1916, the last #3200. We have constructed two simple tables which can be used to identify year of manufacture. Table 1 indicates when each casting type was produced. Table 2 describes which criteria are used for identification in each year. See page 5.

As an aid to the tables we present descriptions of the three locomotives for which catalog or purchase provenance exists in our collection, compare these with earlier models, correct some errors in past descriptions, and note the data which supports our view of Ives problems and solutions required during USA participation in World War I.

The #3200 from set #1110X purchased November 1916, the last year Ives manufactured this loco, used the 4th casting with integral pilots (Fig.1).



As modeled the front and rear frame is extended ¼ inch beyond the frame of the

earlier models. This extension is sculpted into a sinuous arrow with the hook coupler riveted to it. The motor is the same single axle drive used on the post 1910 models BUT the wheels in our example are spoked tinplate kept in place by one end of the axle peened. The gears are skeletonized brass.

The #3216 was really different! Ives designed it to be the price leader for its O gauge line, replacing the #3200 with a larger locomotive that had a headlight. Thus Ives upgraded the motive power for its cheapest sets, making first time Ives owners happier and wanting more. Illustrations of the #3216 in the 1917 catalog all depict a #3218. There is no true representation of this locomotive in Ives sales literature for 1917-18. For further details see McIntyre & McIntyre, "The End of the Line," TCQ, in press.

During the war years, 1917-1918, Ives produced two new castings for the #3216 and #3238, Type IV (4) (McIntyre & McIntyre, 2002, 2011) that used a different foundry and designer. Casting design differs markedly from all other models produced through 1916. The castings are lighter in weight and for the #3216 the hood X-section, platform ends, hood vents, and journal boxes are new designs (Fig. 2).



Further evidence that the #3216 and #3238 Type IV (4) are related is that, unlike all other Ives E-locs, they have foundry marks on the inside of the cab. #3216 has #7 on the

## Ives E-locomotives of WWI:

### *Continued*

right and #8 on the left casting. In two ways the #3216 resembles the #3200. The casting halves are permanently secured by long rivets and the motor is from the #3200 with single axle drive, however, it uses solid steel gears found on war time (1917-1918) motors. The #3217 from 1916 (Fig. 3)



uses the 3rd casting with integral pilots and a small "ci" nub extending out from the frame above the pilot to hold the hook coupler attached by a rivet. The gears are skeletonized brass. The #3218 from 1917-18 (Fig.4)



uses the 3rd casting with integral pilots however there are no "ci" nubs on the casting ends to secure the couplers. Instead, the hook couplers are secured by cotter pins through holes between casting halves within the end doors. The casting is painted grey with red trim, and the paint is thin as in all locos completed during WWI. There is no AD switch nor rubber stamp on the casting. The motor has solid steel gears.

The #3220 was only manufactured in 1916. The catalog description -- "No. 3220

Electric Locomotive, same as No. 3217 but with headlight" -- is misleading. Ives actually used the older #3218 castings that had space for the headlight fitting, the port in the frame the reverse lever, and separate pilots attached by one screw. We have never found a #3220 that used a #3217 casting -- does anyone in the Society have one? Some have a resistance switch and rubber stamped AD, others do not; apparently Ives was cleaning out and since there was no catalog cut they could use what they had without customer recrimination. However, all #3220 use the 1916 motor with skeletonized brass gears. The example here (Fig. 5)



has lost the head lamp and the lettering is badly worn. We refer the reader to McIntyre & McIntyre 2002 and 2011 for excruciatingly detailed descriptions of the 1917-18 Ives #3238. Our E-mail address is [barbclim@comcast.net](mailto:barbclim@comcast.net), all input appreciated.

### References:

McIntyre A. & McIntyre B., The Last Ives 3238. *Train Collectors Quarterly*, vol. 48, No. 2, 2002.

McIntyre A. & B. McIntyre, The Type IV 3238, an Ives Reprise, a Historic Accident? *Train Collectors Quarterly*, Vol. 57, No. 2, 2011.

McIntyre A. & B. McIntyre, The End of Line: World War I and the last Ives Cast-Iron E-locs. *Train Collectors Quarterly*, in press.

**Ives E-locomotives of WWI:**  
*Characteristics that define production year.*

**TABLE 1**

**YEAR and CASTING TYPE**

E-LOC #	1915	1916	1917	1918
3200	3	4		
3216			1	1
3217	2	3		
3218	2	3	3	3
3220		2		
3238	3	3	4	4

NOTE: The #3220 is assigned casting type of 2 because Ives used the let over 1915 #3218 castings for this single year production.

**TABLE 2**

**YEAR**

CRITERIA	1915	1916	1917	1918
PILOT Separate				
PILOT Integral				
A D Switch				
No Switch				
GEAR Brass Solid				
GEAR Brass Skeleton				
GEAR Steel				
CAB ROOF Black, Trim				
CAB ROOF Grey, No Trim				
FOUNDRY Code				

NOTE: The hatching lines sloping downward to the right indicate phase out and vice versa.  
 NOTE: PILOT criteria not applicable to #3238.

## TRANSITION WIDE GAUGE FREIGHTS

### – (Questions and Observations)

#### INITIAL BACKGROUND

It is August 1<sup>st</sup> 1928 and Lionel, and American Flyer are the new proud owners of \$188,303.25 of debt with \$245,000 worth of sales on the horizon. In a very short time they must negotiate favorable terms with IVES creditors and at the same time deliver too many, the promised orders from their revised catalog. To compound the problem this delivery of orders must happen no later than mid November, at the latest. All would be well if the products were already built, but the shortage of capital that caused the bankruptcy has led to the product line not being built

FROM RANDY'S TRANSITION ARTICLE – TRACKS  
SEPTEMBER 2012

“The latter half of 1928 with the backing and collaboration of American Flyer and Lionel produced some remarkable trains and accessories. Using American Flyer freight cars mounted on IVES trucks and the genius who coordinated the new color schemes gave IVES a refreshing and colorful new freight line, and they dropped their old tank, box, cattle, hopper, and caboose. The new colors extended to the accessories also as IVES dropped the drab trim of the late teens and twenties and opted for bright eye-catching toys. None of the Flyer-bodied cars use snake-track couplers, but employ American Flyer's bracket including steps. IVES apparently liked Flyer's coupler bracket as they made a simplified version and used it for their passenger cars. The old IVES cuts are still used in the catalogue for some of the freight sets and some new pages are added to display the new passenger cars from American Flyer. **One mistake noted here is that IVES apparently thought they were getting a hopper car from American Flyer and had brass plates made up numbered 20-194, 194 being the IVES number for a hopper car. Flyer sent their “sand” car, which was really a gondola, a car type IVES had never made in WIDE gauge. The reason is simple - American Flyer never had a hopper till at least 1931. IVES painted the gondola dull black and applied the 20-194 plates”**

#### M. FASACK - THE TRANSITION OF ROLLING STOCK

They start shipping to IVES unpainted bodies and parts for assembly and painting. They ship tankers, cabooses, merchandise cars, stock cars, and supposedly a coal car. IVES in anticipation of this new product line orders plates for these five cars.

1928 FLYER BODIED ROLLING STOCK	COLOR	TO REPLACE IVES BODIED
20-190 TANKER	ORANGE	190 TANKER
20-192 MERCHANDISE	PEA GREEN	192 REEFER
20-195 CABOOSE	RED	195 CABOOSE
20-193 STOCK CAR	PEA GREEN	193 STOCK CAR
20-194 SAND CAR (Coal)	FLAT BLACK	194 COAL CAR <small>*CAR NOT REPLACED</small>

#### 1929

The 194 coal car (Hopper) remains in the product line. The 20-194 coal car becomes the 20-198 gravel car. The car is now painted gloss black.

**20-194 Coal car QUESTIONS:** *What happened to these 1928, 20-194 coal cars? Did they ship them in sets that called for a 194 coal car, or did they just sell them as separate sale items? We have two box sizes for the 194 coal car in 1928. I believe the AF gondola style car went in the longer box and the shorter hopper style car went in the shorter box, see attached; but what about cataloged sets in 1928 which car was used 194 or 20-194.*

Your opinion to: [fasttarck@rcn.com](mailto:fasttarck@rcn.com)



AF Bodied “Sand” Car with 20-194 “Coal” car plates.  
The example shown is repainted.

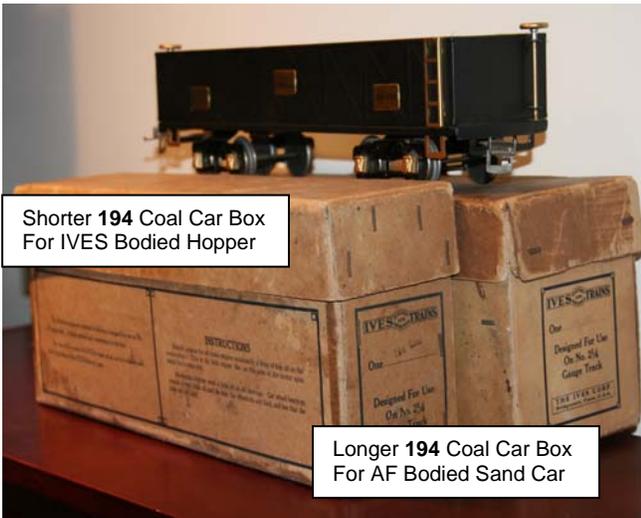
**TRANSITION .....Continued**

**1928 AF BODIED IVES SAND CAR WITH RARE 20-194 PLATE**



**TWO SEPARATE SALE BOXES AF BODIED CAR FOR LARGER SEPEARATE SALE 1928 BOX. BOX SAYS "THE IVES CORP".**

**SHORTER BOX FOR IVES 194 HOPPER AND SAYS "IVES MFG. CORP. BOTH STAMPED: "194 COAL CAR". SOMETIMES, WITH LARGER INSERTS SHORTER CARS USED LARGER BOXES**



**3235/3236 ARTICLE UPDATES:**

At the October 2012 meeting Wilber Andrews presented a rubber stamped, 3235 Wanamaker Locomotive with an "R" stamped on its side. As described in the December 2012 Ties article we had not seen this rubber stamped "R" version, and now that we have one in Wanamaker, does anyone have one using the color green as shown in the 1924 catalog ?



The 3235 below is interesting since it depicts a 1927 body on an early 1926 frame. In early 1926, and only in 1926 IVES, in an attempt to ad some pizzazz to the line painted extra trim on their cast iron frames. The specimen below is an example of this.



***ANOTHER TRANSITION OBSERVATION***

***197 lumber car QUESTIONS:*** Was the 197 lumber car an early IVES decision or was it made by the consortium? The 1928 catalog does not show a set with the new lumber car. Maybe in an earlier version of the 1928 catalog they did have a set, and after the bankruptcy, it was taken out to make room for the Black Diamond and Interstate Limited sets.

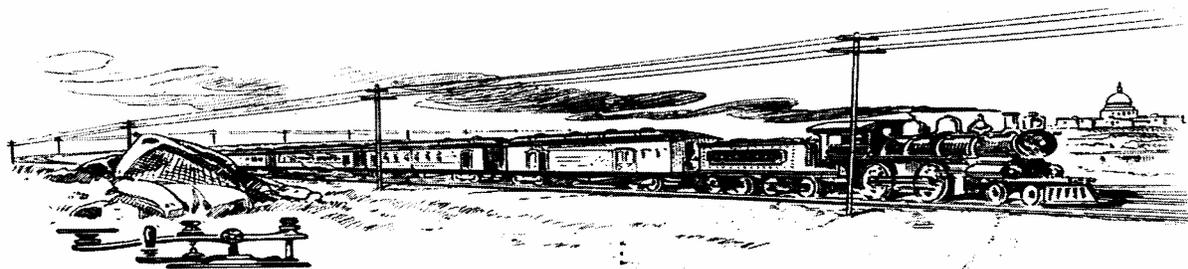
Does anyone have a boxed set that contains a 197 lumber car? Is it safe to say the version with the black lumber braces is 1928 and the braces painted the same as the body is 1929?

Your opinion to: [fasttrack@rcn.com](mailto:fasttrack@rcn.com)

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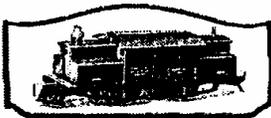


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