

A PUBLICATION OF THE IVES TRAIN SOCIETY

June 2022

IVES TRACKS



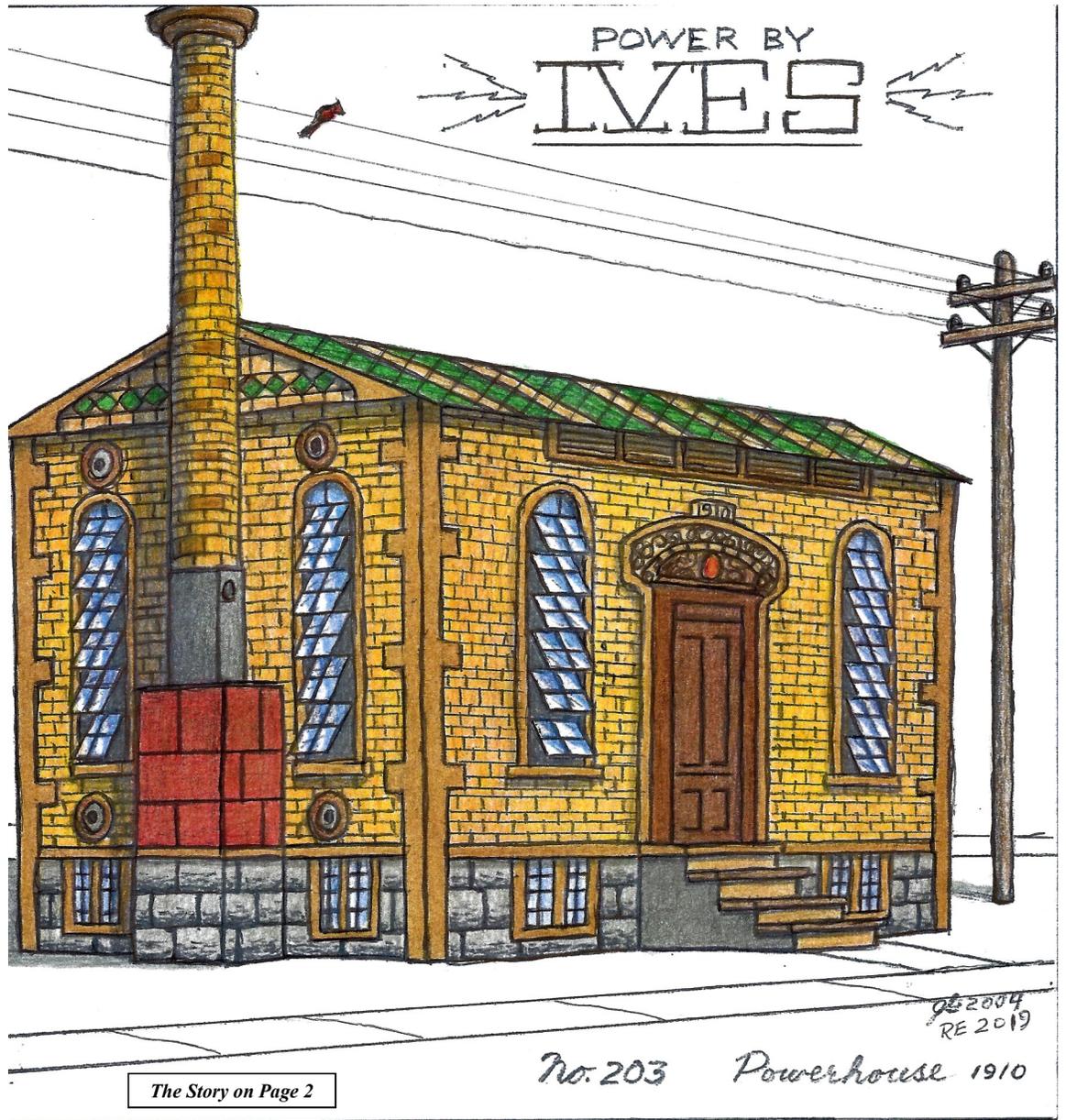
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The Story on Page 2

No. 203 Powerhouse 1910

The Ives Powerhouse

by: John Gray 1-6662 (see cover illustration)

I have decided to colorize from time-to-time some of my earlier black and white illustrations, especially those that are 10 years and older. Since it was a delight to see the multiple red Ives transition power stations exhibited at the York meeting in April 2018, I thought I'd colorize the early example of an Ives powerhouse originally presented in 2004.

One of the many interesting line-side items produced by Ives to accompany its train layouts was the "Powerhouse", otherwise known as a power station. This powerhouse, spanning the No. 200 through 203 series, was introduced in 1910 and was produced thru 1914.

These structures were metal with an elaborately lithographed building that were designed to closely resemble early electric power stations, and were used to cover transformers and batteries.

The No. 200 version covered batteries only; however, the No. 201 was accompanied by a 10-12 volt transformer, with terminals on the outside of the structure. A DC rotary transformer accompanied the No. 202 version, and two transformers came with the No. 203, with external terminals delivering AC at 2-24 volts.

The powerhouse structure had a tail brick smoke stack, orange exterior brickwork, brown door, tall, louvered windows, and a tan and blue, geometric roof pattern.

Its design and structure reflect the clever inventiveness and quality so typical of the IVES Company during those years.

President's Column

by: Don Lewis

Comments by Leonard Carey Williams:



Dorfan Palmetto Express 1929 - When Ives went into receivership in 1928 and was being divvied up by Lionel. & American Flyer, Dorfan, to stay out of The Fray was given the option to buy some of the brand new Ives 1134 steam engines for there 1929 line as they did not have their own steam engine in standard gauge. So the 1134 can be found in the Ives catalogue, American Flyer catalog and not the Dorfan catalog as it was a special item. It is unknown how many 1134's is were sold to Dorfan. So many of the Dorfan engines are no longer with us due to the zinc pest; therefore surviving Dorfan steamers offered in Green or Black are rather scarce today, and perhaps even in 1929.



Dorfan has a rather well earned rep about a self-destructive personality....engines , wheels & trucks all die-cast,...that can warp, crack, turn to dustso owning Dorfan is like displaying your water colors in an open air fair with a 99.9% chance of rain ...sooner or later what is will turn to what was. So this is my first Dorfan set ... Knowing all things can pass in a flash. I decided, first night, better get this running or the opportunity may not be there again. Also being my first Dorfan set ..never had the fun of Dorfan trucks ...which tend to warp...these side frames moved outward...which allowed the wheel sets to fall out ...so remedy add a small chunk of brass in a convenient hollow ..which forced the two side frames together enough to keep axles in ...wheels ..well they have many cracks ...but they ran...engine has had some repair ..boiler cracked and put back together with standard cab and pilot repairs. ...tender cracked and held together with threaded rod .So please see other posting for video action ..as you never know if or when another one of these will be hitting the rails.



My 3236 Cadet Locomotive

by: Randy Holden

I think we all wish our trains could talk to tell us where they've been and what they've seen; what that first Christmas was like, how many countless adventures they had whizzing across the wooden floors while Hopalong Cassidy or the Lone Ranger crackled from the nearby radio. This particular little transitional 3236 arrived a few months ago, and more than any piece I've received in a while, I found myself fascinated with it and wishing it could relay its story.



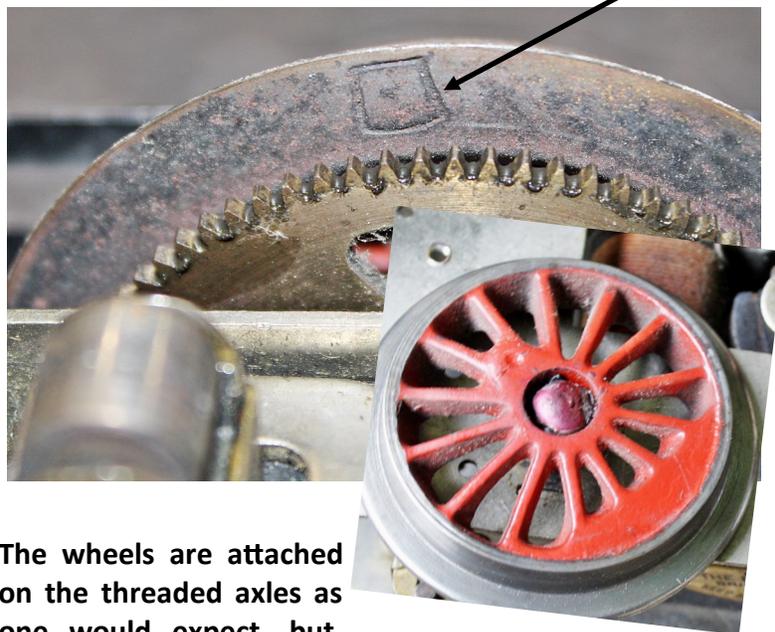
I acquired it inexpensively through an internet auction. It arrived filthy and was described as non-running. Peeking through the dust and literal spider webs under the shell, I was surprised at how clean and intact everything looked - aside from the obvious decades of dust and dirt. But, most curiously, the presumably 1930 manufactured locomotive was wearing early die cast wheels more in line with Ives standard gauge of 1921/1922.



The exploration into the little engine had to wait for the weekend, but, it proved to be quite interesting. A quick bench test showed the wide motor ran, but, sounded awful as it was bone dry and full of dirt, so, that wasn't pursued very long. Removing the shell, I was surprised to see all the original wiring intact, the

brush holders looked almost perfect, and from what I could see of the field and armature, they looked outstanding as well, as did the pickup rollers, which show virtually no use. But still, this thing was wearing iron wheels. That was curious, but, it had to wait until I had time to properly take it apart for inspection and cleaning.

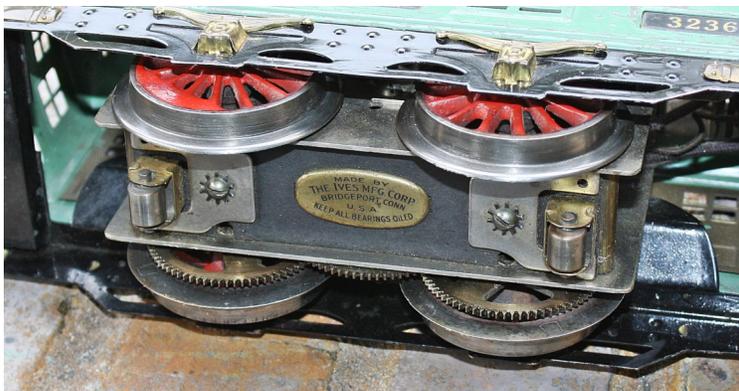
Saturday came, and out to the patio we went. The original headlight wires are still attached, so I was careful not to damage them and thus the shell never went far from the motor. The wheels, covered in surface rust, quickly cleaned off with a light buffing from the Dremel tool and, to my surprise, much like the pickup rollers, they show virtually no wear. Also, each of the wheels bears a keystone casting mark on the back, which I've never noticed on other early Ives locos.



The wheels are attached on the threaded axles as one would expect, but, for whatever reason, someone put a blob of solder on top of the nut, then painted red over that, forever locking the wheels into place.

Obviously, someone was afraid of the nuts backing off. But, why were these iron wheels on this late wide motor to begin with? Doing my normal alcohol and Q-tip cleaning, in less than an hour, the motor was amazingly clean. All the wires look like they were installed recently instead of ninety-years-ago, and the copper on the armature is even still shiny. I pulled the brush caps off, and out came two shiny springs and full-length brushes that look like countless replacements I've ordered to put in locomotives weary from decades of whizzing around the track. All things pointed to one conclusion. Despite the locomotive's scratches and average cosmetic appearance, this little 3236 had never spent much time on the rails.

Why did somebody buy a new Ives train in 1930, then not play with it? Yet, it looked like a typical well-used toy train? The motor ended up being among the cleanest wide motors I have in my modest collection, and after reassembly, I put her on a little test oval and got a bit of a surprise when it struggled to run throwing blue sparks all over the place around the wheels, and putting on an impressive fireworks display! The reason became quickly apparent that I had shamefully not noticed it; the iron wheels, being domed in the middle instead of flat like the cast ones, were making contact with the frame and grounding both voltage legs, thus causing all sorts of mayhem.



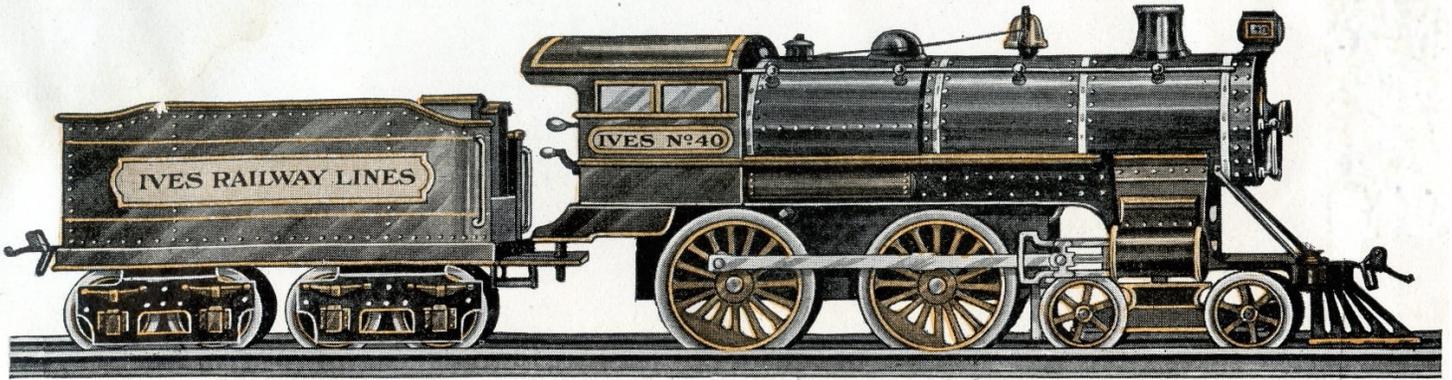
It slowly dawned on me, this was likely the reason the little engine hadn't been played with when it was relatively new. Had the same thing occurred in 1931 or 1932? Did this one scare mom, dad, and some poor kid half to death? I took the motor out of the frame, and with some mild bending of the mounting brackets, that moved the frame out enough to grant the wheels clearance and still allowed the body to sit well atop the whole works. Back on the test track, the little engine flew around the oval, quiet as could be; the reverse unit and the headlights both worked perfectly. All of which left me wondering, how and why? What had happened in the early days of this locomotive's life? While our trains certainly can't talk, this one was trying to tell its story, but, it can only be a hypothesis, or, the most likely series of events.

As we're all aware, the cast zinc wheels used on these were far from high-quality and they had a tendency to warp, break, or crack very quickly. We often attribute this to long periods of time, but thanks to stories of Dorfan locomotives falling apart almost immediately, and the black replacement wheels issued by Lionel, we know in some cases, the zinc impurities were severe enough to cause failure very quickly; sometimes within months of being new. We've also heard tales of fairly new locomotives being handled roughly or dropped and the zinc wheels simply broke or cracked. That being the case, I'm left to speculate on the sad fate of this little blue box cab.

Imagine dad giving Little Jimmy his shining new Ives that Christmas of 1930. Maybe it ran great that first Christmas and all was right with the world; hopefully it did. But, something happened in that first year or two. A wheel was damaged, perhaps more than one, perhaps they were warped to begin with? Maybe it was put away in great condition when Christmas was over in 1930, but when Christmas of 1931 came around, it had been stored poorly and the wheels were now coming apart? Whatever the cause, unfortunately, I'll never know. By this time, Ives standard gauge was over and done, and dad had bought his son the last of the Ives standard gauge trains. Now, the wheels were shot and his expensive toy was useless. So, dad brings the locomotive to a local repair shop. With no cast replacement wheels available, for some reason, they managed to have, or find, a complete set of early iron wheels in unused condition and replaced the bad cast wheels with those – that would remedy the zinc problem once-and-for-all. The reassembled engine with the heavy replacement wheels went back home with dad, who expected to see it zoom around the track once again. The frame clearance problem had to have been an issue then just as it was now, and I can only imagine the extreme agitation on seeing the locomotive struggle around the track throwing blue sparks everywhere in the dimly lit room! Perhaps dad stormed back to the repair shop to complain, and knowing they'd virtually welded the wheels on, they gave him a refund? Perhaps they sold electric trains and simply offered up a new Lionel #8 as a replacement? Perhaps dad simply got a proper case of the reds and tossed the engine unceremoniously into the box, threw the track on top, and that's where it remained for decades (which would certainly explain the appearance). Whichever event took place, there's only a couple of certainties; this 3236 wasn't played with much, the iron wheels were put on very close to when it was new, and it was then discarded into a pile of track which scratched and clawed at the Cadet Blue paint for eighty or ninety years.

So, for want of ten minutes adjusting the brackets for the motor, this little 3236 spent its life buried under a pile of track, as Little Jimmy presumably got another train and this one was forgotten. Why? When? What happened? They're all questions that will forever be unknown, much to my regret, but thanks to the unorthodox wheels and the immaculate condition of the motor, combined with the somewhat scruffy appearance of the locomotive, as I said, this one endeared itself to me. All of our trains tell a story, whether they can talk or not. This one's story can only be speculated about. But, whatever its actual story, it's now going to spend quite a few years pulling a Cadet Blue 184 and 186 around, and thus far, it's been doing that quite well.

No. 1 GAUGE MECHANICAL



Dave McEntarfer: 1912 was the first year for the third series No. 40 of which this is probably a drawing of the prototype, which is pretty close, but not quite. Below is a copy of a letter sent by Harry Ives (then treasurer) to a dealer explaining they were unable to supply set #44 (which was the number of the set with the second series #40 locomotive).

The Ives Manufacturing Corporation

EDWARD R. IVES, PRESIDENT
CHARLES H. GILLMAN, SECRETARY
HARRY C. IVES, TREASURER

Toys

Floor Grains
Iron Toys

The Ives Miniature Railway System
Electrically and Mechanically Operated

ALL AGREEMENTS CONTINGENT UPON STRIKES, ACCIDENTS AND OTHER CAUSES BEYOND OUR CONTROL

Bridgeport, Conn. Jan. 3rd, 1912.

Mr. H. M. Quackenbush,
Herkimer, N.Y.

Editor: I always enjoy printing IVES company letters as they give us a flavor as to what was happening within the company during a particular period. In this case late 1911-1912.

Dear Sir,

In reply to yours of the 28th, will say that we cannot furnish you with a Train Set No. 44, as we are entirely out of the Locomotives for that number or series of Trains. As we are going to make a change in the Locomotive for 1912, we will not be in a position to furnish any for sometime yet. The series shown on Page 13 will be entirely of new design, and larger, so if you care to wait until these are completed, we think you will have something much finer than anything now shown on the catalog.

Regretting our inability to fill your order, we remain,

Yours truly,
THE IVES M'FG. CORPORATION.

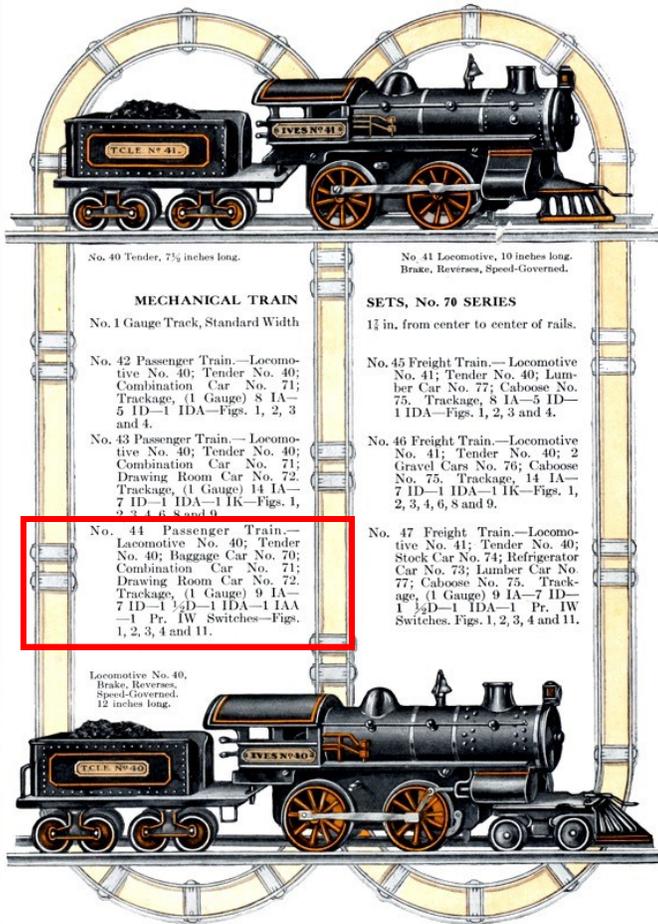
H. C. Ives
Treas.

HCI JR

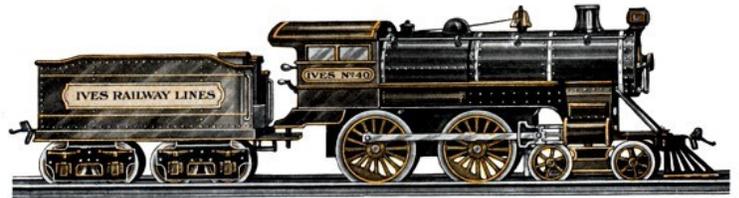
From the 1911 Catalog

From the 1912 Catalog

No. 1 GAUGE MECHANICAL



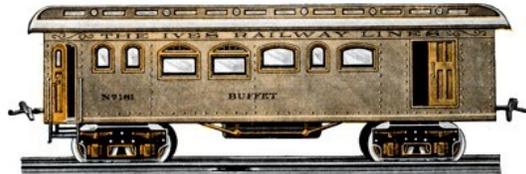
Above is the passenger set the dealer wanted in his letter to the Ives corporation.



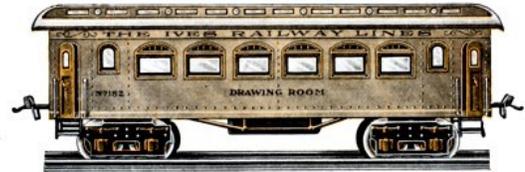
This Locomotive and Tender, new this year, constitutes the most complete, durable and smooth running mechanical motive power, yet shown for No. 1 Gauge Track. High finish. High class.

No. 49 Mechanical Train: Locomotive No. 40; Tender No. 40; 1 car each, Nos. 181, 182, 183; Trackage, 10 1A—7 1D—1 ½D—1 1DA; 1 pair 1W Switches. Entire length of Train when set up, 68 inches.

This is a grand outfit for a wide-awake boy.



No. 181 Buffet Car, 14¾ inches long. Automatic Couplers, 8 wheels, Swivel Trucks, windows.



No. 182 Drawing Room Car, 14¾ inches long. Automatic Couplers, 8 wheels, Swivel Trucks, windows.



No. 183 Observation Car, 14¾ inches long. Automatic Couplers, 8 wheels, Swivel Trucks, windows.

Above is what became available as a passenger set for the 1912 consumer.

As seen and reprinted from the Facebook group "Ives Train Society Show & Tell" on 2/5/2021

Comments by Bob Obara:

I just obtained this little guy. Missing some parts but, I never had the opportunity to get one before. If you look at the bottom

there are weights. My question is are they original?? All pictures on the Ives Society web page show no weights, but the holes there possibly for them. The lead weights on this one are not a kludge, but a lead cylinder that has a brass threaded bushing inside. When removing the weight I uncovered a 1908 patent notice. This indicated to me that it is early production. I'd love to see the patent application.



IVES AND AMERICAN FLYER COMPARISONS

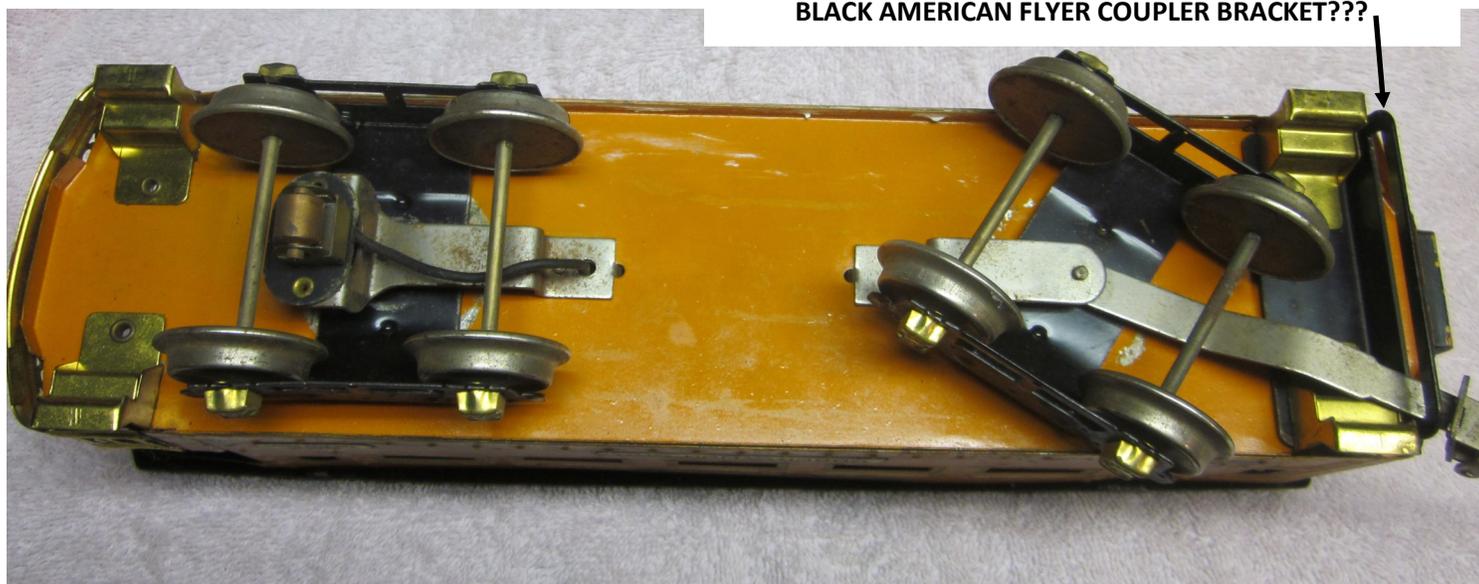
By: Jerry Ghidiu I-6978

I was thrilled on October 15th 2020 to be on the first Ives Trains Society's Show-and-Tell Zoom meeting. I found it very educational and after Clem Clement showed his Ives standard gauge 186 late observation cars, with the American Flyer steps and possibly the use of their coupler brackets. I had to rush downstairs to take a look at the ones I own. I have several 186 observation cars with the brass steps and bracket bar, all from the 1928 -1930 period.

Below: red 186 car - photo 1 and orange 186 car - photo 2



(2) IVES 186 CARS WITH AMERICAN FLYER BRASS STEPS AND BLACK AMERICAN FLYER COUPLER BRACKET???



The coupler bracket and steps are riveted only on the front of the 186 cars, and the rear has steps riveted on with no bracket because there is no coupler. The coupler bracket on the Ives cars is interesting because it is similar to the coupler bracket used on AF freight and passenger cars.

However, on the AF cars the bracket is a wide U-shape with a tab for the coupler. See photo 3 below of an American Flyer 4021 caboose, and photo 4 of an American Flyer 4390 passenger car, but on the Ives passenger cars it's a straight rectangular bar, no tab, and the steps riveted on top of it.

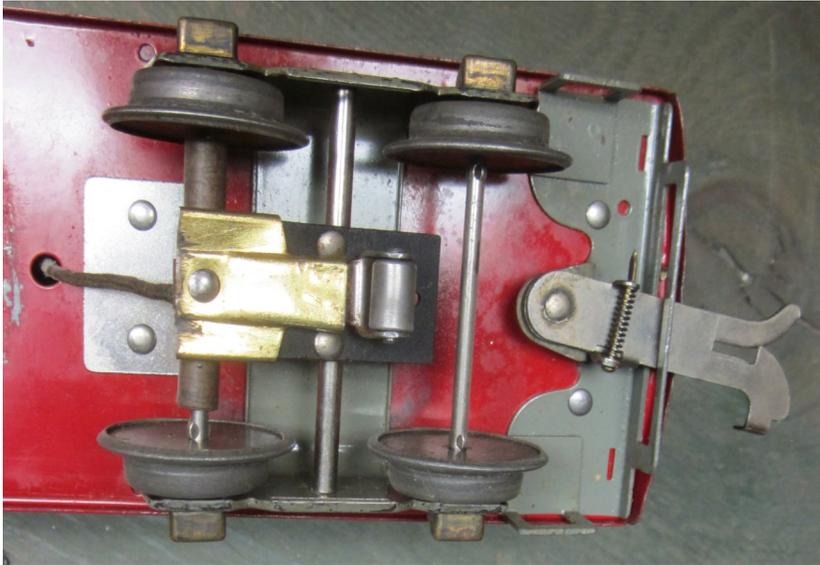


Photo 3: AMERICAN FLYER 4021 CABOOSE

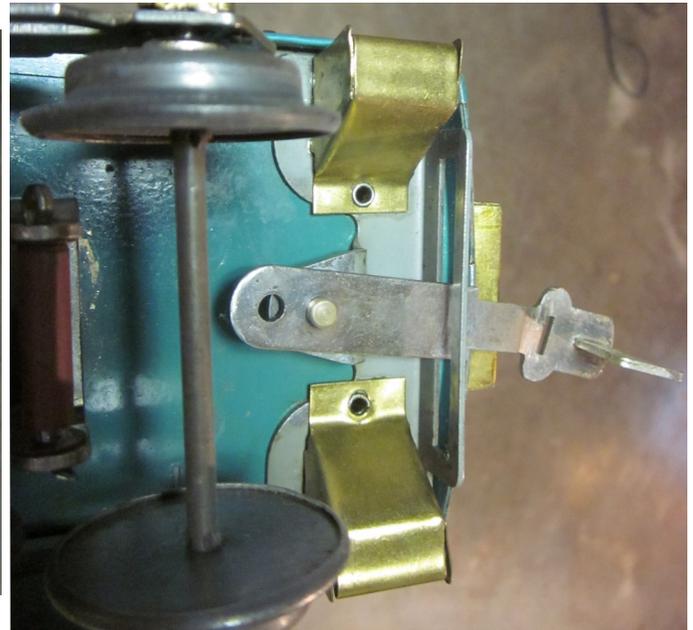


Photo 4: AMERICAN FLYER 4390 PASSENGER CAR

Although they look somewhat similar, Ives did not use the AF bracket but designed a new one to fit. Many of the Ives 186 observation cars from 1921-1927 do have a rear coupler, but none of the late observations (1928-1930) have a rear coupler, thus no need for the coupler bracket (although the AF brass steps are still riveted there). Does anyone have a late 186 observation (1928-1930) with a rear coupler and a bracket? The steps on the Ives cars are original AF stock, but could there be transition 186 cars out there that have a modified AF-type coupler bracket (U-shape)? I have one late 186 observation car in red that has holes punched for the rear steps but the steps were never installed - the holes appear to be double-punched (photo 5)!

LATE IVES 186 OBSERVATION CAR



Were the steps not riveted here because of a double punch error? or maybe it was just overlooked during assembly? You can find more information on couplers and brackets on these cars in the article "When Things Were Made - the Ives 184, 185, 186 Passenger Cars" by M. Fasack, Rev. 16.0, 2/25/11, the Ives Train Society.

Comments by Dave Bashline:

What is shown below is an early IVES O-gauge "raised letter" 3238 locomotive in maroon. This loco is a very elusive animal and most IVES collectors have spent their collecting years searching for one and failed. There are four of these currently known to exist. While three are safely in collections, one is missing and in the wind! It has long been assumed this loco was made in 1910, but now that I have obtained one and studied it I can say it is not from the first batch of 3238s which were finished in IVES trusty old Japanned black. I would date this loco to early 1911.

Its important to look at IVES during the 1909-12 period especially, as being on a linear dating timeline. This was the introduction of electric trains into the line (Christmas 1909). The following several years saw a myriad and fluid evolution as the engineering department tweaked designs and improved the product. I have specialized in this period for several years and prefer to say, "this happened first and led to this...."

This particular example is missing it's brass headlight sockets and a wire pantograph but is intact and has weathered the 110 years of its existence beautifully. It was originally from the John Marron collection where it was photographed for a place in "Doc" Robbie's book "Made In The IVES Shops." It was then passed on to "Red" Chapman. Through the grace of many friends who yielded their place in line to me, it has come to rest in my collection. It is an honor to own such a storied and wonderful piece! Now the question why were so few painted maroon?



Comments by Dave McEntarfer:

OK Dave, explain exactly why you've put it at early 1911 and what would someone look for in a black one that would be 1910?

Comments by Dave Bashline:

The first thing I noticed was the motor. Early 1910 motors have blued brush and gear plates. By 1911 they were nicked. Also all of my early 1910 locos have red fiber insulation around the pick up. My early 3238 has cast brass pilots, this loco has iron. Most importantly the small projection on the frame above the reverse lever is shortened to accommodate the lever. On the first locos this part was symmetrical to its counterparts and IVES ground it down to fit the lever. All this says not early.



Comments by Dave McEntarfer:

I guess I'll have to get mine out from under it's glass coffin that it's been in for the last 25 years and take a look at it.

Comments by John DeSantis:

Every once in a while, collectors find themselves clustered around a toy that brings together all of the many disparate elements that raise it to icon status. Among those are rarity and notoriety and yes - beauty. But there is one elusive quality that is able to elevate even a masterwork, and that is the unexpected presence of mystery... think Mona Lisa's smile or Mozart's Requiem. There is a terrific film - The Red Violin. Those who remember it will understand immediately. Congratulations Dave - this treasure belongs on the cover of a book. And in the hands of someone who loves it.



Ives Live Steam *BY: Jim Burke, Member, Ives Train Society*

This story begins with a Thursday evening phone call...

"We have an old live steam train and need information. "

"I'll try to help; here's my email; can you send photos?"

The photos quickly arrived, and I called back.

"Folks, you have a Beggs train from between 1907 and 1910."

"Mr. Burke, you say it's Beggs, why is it in the Ives 1910 catalog that came with the set?"

Beggs in Ives 1910 catalog...got my attention!

Photos of the catalog arrived next. Sure enough, a 1910 Ives catalog with the four center pages showing the 'Beggs' line. Then, I noticed the four pages were a separate insert. Another call...

"How did you come by the set?"

"Had it for years. Brought it with us down here (Ft. Lauderdale) when we moved from New Jersey. Got the train from an elderly neighbor. She said she was one of the girls that did the gold decoration."



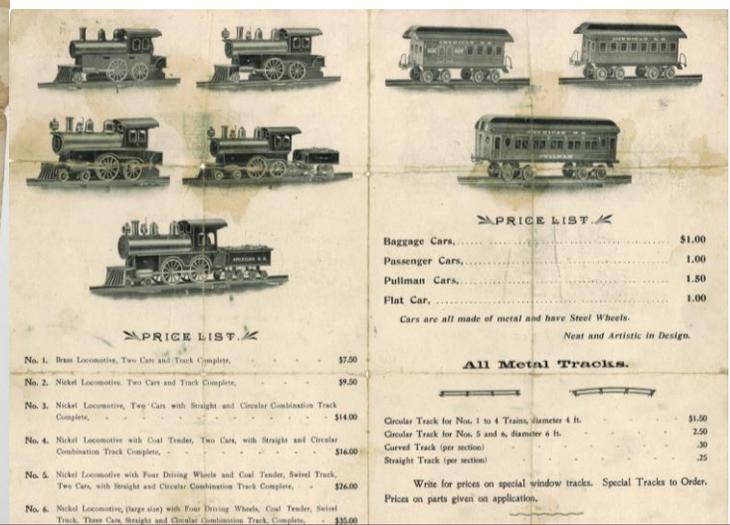
Complete contents of Ives/Beggs/McNair 1910 set includes track clips and wedges to elevate curve.

A documented Ives/Beggs/McNair 'set' is beyond extremely unusual, plus 'almost' everything was there:

- The 1910 Ives catalog with the only known Beggs catalog insert ever found (see page 13).
- A 'Beggs/McNair' No. 2 locomotive, a 2-2-2, in black and green with gold lining. It is labeled a No. 2 on its box because in 1907 Beggs was sold to McNair. McNair dropped the Beggs No.2 and the Beggs No.3 became a No. 2. Today, collectors refer to Beggs from 1907 to 1910 as Beggs McNair.
- The wooden locomotive box.
- All the tools to alcohol fuel and fire the locomotive.
- Two late 'American Railroad' metal lithographed eight-wheel coaches.
- I said 'almost'. Here a discovery was made. There were no separate boxes for the coaches. Only one strawboard box end label survived. It stated: "Train and Track for Beggs Miniature Locomotive No. 2." And below a wood engraving of the locomotive was "Eight Sections of Circular Track and Two Cars." There was also a long rectangular strawboard panel. After trial and error, your author found that when the track was stacked, the strawboard panel was perfectly sized to form a protective barrier separating the two cars from the track when the cars were placed on their sides end to end.
- Circle of late metal 2-rail track with track clips and wedges to elevate curved sections.
- The 'set' had two boxes: one for the locomotive and one for the cars and track. To date, no labelled 'set' box has been found containing all the components of a Beggs set.



Left: 1910 Ives catalog with separate (4) page Beggs/McNair insert. **ONLY ONE KNOWN SUPPORTING THE LINKAGE TO IVES**



Above: Insert center spread shows the Beggs/McNair full line.

Additional facts linking this set with Ives:

- Beggs trains were marketed, and production influenced from the mid-1880s, by their jobber Ives Blakeslee and Williams, later Ives Trains. Now we know this continued until Beggs ended production in 1910.
- This relationship probably helped Ives get back on their feet after the great fire of 1900.
- It is documented that the tinplate wheels on the four-wheel trucks of Beggs metal lithographed passenger cars came from Ives.
- I think it also reasonable that the Beggs/McNair metal lithographed passenger car bodies produced from 1904 to 1910, also came from Ives or their supplier.
- After providing all my information, I asked...

"What are you going to do with the train?"
"Probably put it on eBay."
"I'd like to have the set. Can I try and make eBay unnecessary with an offer?"

Offer made. I hung up the phone.
 Just in case...I called USAir. Each morning a direct flight from Pittsburgh arrived in Ft. Lauderdale. at 11:30am
 Half an hour later, the husband called back...

"We accept your offer."
"Great. Can you meet me noon tomorrow at Ft Lauderdale 'Arriving'?"
Surprized... "Let me ask my wife." "Yes."

We hung up. Immediately, the phone rang again...
"We forgot; wedding Saturday; traveling tomorrow. We get back Sunday."
 Suspecting eBay, I asked...

"How 'bout next Monday?"
"Sure."

Monday morning found me with empty gym bag and funds at TSA.
"Move on."

Waiting to board, I called my wife who was in Alanta...
"About 9:30, Go outside. Look up. If you see a plane, wave. I'm on a day trip to Ft. Lauderdale for a live steam set."

At arrival we thought we'd go to a nearby diner to complete this.
 At the diner, we parked beside two Florida State Police patrol cars. On the car trunk, I inspected the set and counted out payment. Gym bag packed, we hurried back to the airport. I requested a TSA personal security check of my bag's fragile contents, and 5:30 found me at home examining my very prized acquisition.



Insert back cover alternate apparatus for running on compressed air.

My two major interests, Ives and Beggs live steam had merged.



No. 2 locomotive box end label; note wording: "for circular track"



Beggs/McNair No. 2 locomotive and its box.

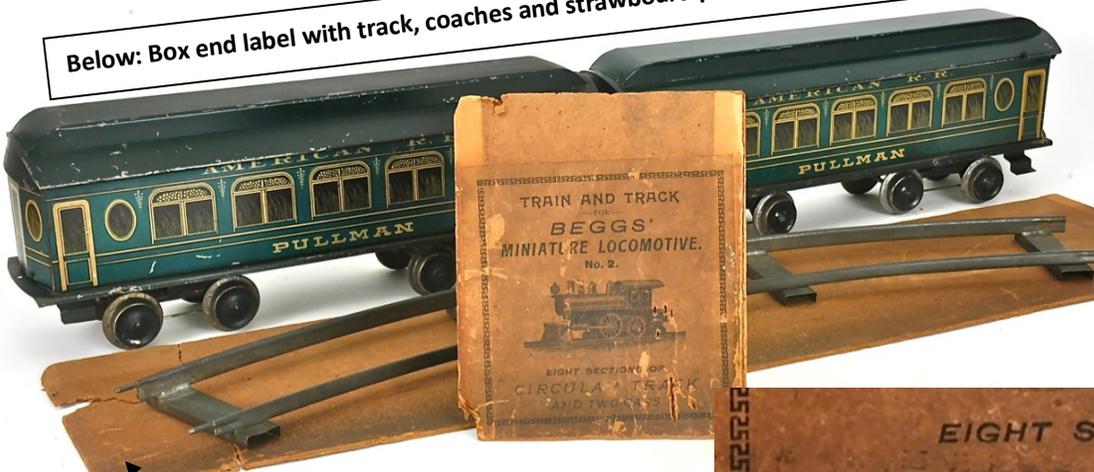


Late Beggs/McNair metal lithographed "American R. R. Pullman" coach, 1904-1910.



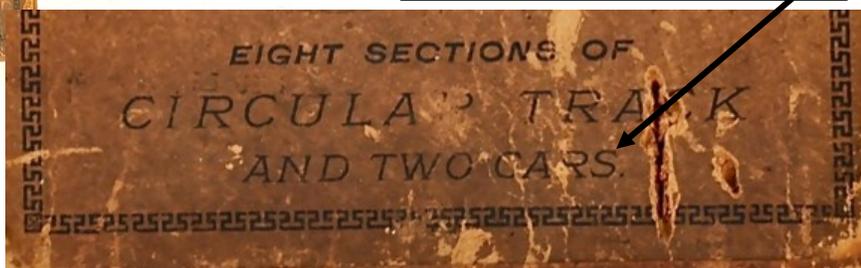
Ives wheels used on late metal coaches.

Below: Box end label with track, coaches and strawboard protective separator.



Box end label for track and coaches.

Separator to protect coaches from track when packed



December 2021 Christmas Layouts:



From John Basile Dimitri and John share the Throttle



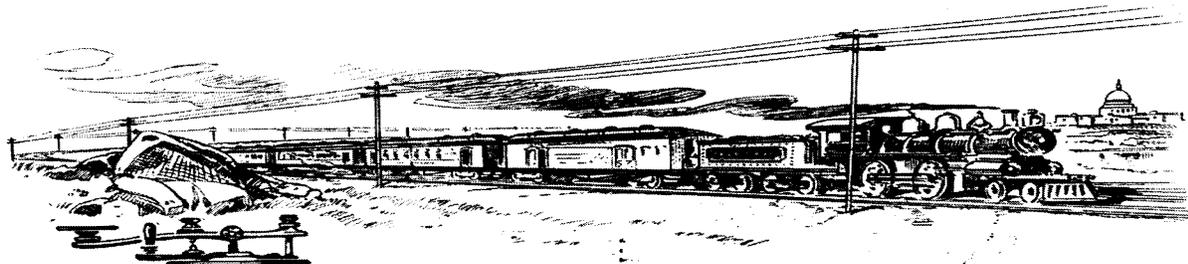
From Martin M. Sirk - Below: Our living room is too small for a standard gauge layout if we also wish to entertain guests. So I did an O-gauge with my c. 1920 3252 locomotive and freight consist. The standard gauge was relegated to the



From Don Lewis

<p align="center">KEY SOCIETY POINTS OF CONTACT</p>	<p>Donald J. Lewis, President 35 Harwood Drive Danbury CT 06810 (203) 792-5090 (203) 417- 7783 (Cell) dorfan@comcast.net</p>	<p>David McEntarfer Director Membership Chairman PO Box 72 Forestville, NY 14062 (716) 679-5782</p>	<p>Martin Fasack Director/Tracks Editor PO Box 937 Plandome, NY 11030 (516) 627-8804 Fax (516) 627-6632 fasttrack@rcn.com</p>
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**THE IVES TRAIN SOCIETY
PO BOX 72
FORESTVILLE, NY 14062**

FOUNDED IN 1935

ADDRESS SERVICE
REQUESTED

**FIRST CLASS MAIL
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PHILLIPSBURG, NJ
PERMIT NO. 409**

Ives  **Toys**
Make Happy Boys