

A PUBLICATION OF THE IVES TRAIN SOCIETY

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# IVES TRACKS

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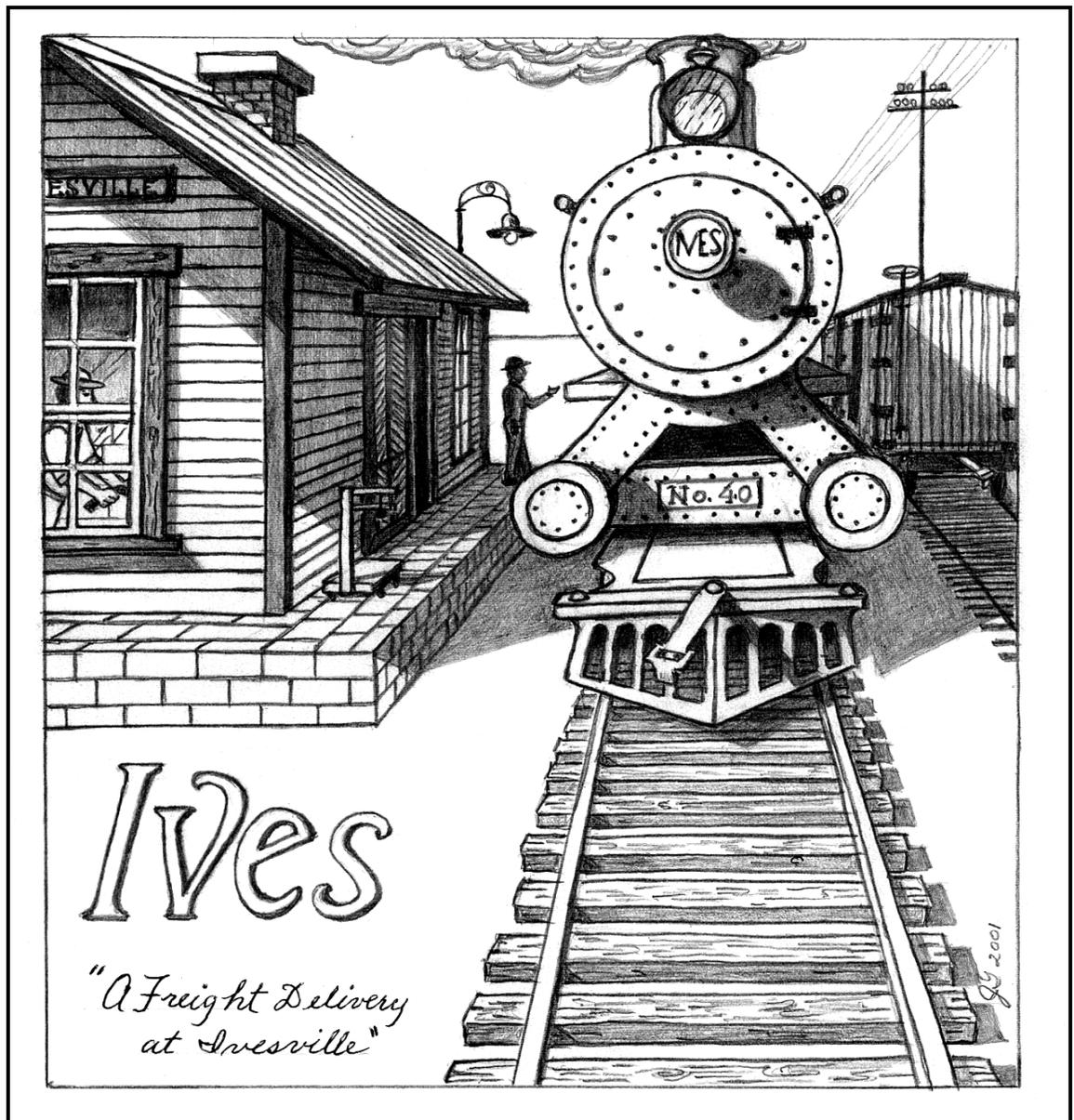
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# A FREIGHT DELIVERY AT IVESVILLE

(See front cover illustration)

By John Gray I-6662

It's early morning, and the 6:55 a.m. freight delivery at Ivesville has just arrived, on time, but then, all IVES trains are on time. When has the IVES No. 40 cast iron steam locomotive, with its freight consist, (ever) not been on time?

The timely IVES No. 115 freight station typifies an early 20<sup>th</sup> Century, small-town, depot. The station master, standing on the loading platform, is engaged in lively conversation with the locomotive's engineer, while inside, as can be seen through the station windows, a worker prepares the freight cartons scheduled for shipment.

The scene is typical of rural America, when little communities everywhere depended solely upon the nation's railways for the movement of goods and mail, not to mention the traveling public.

Like no other toy manufacturer of its time, IVES accurately and charmingly reflected these trends in their toy trains and lineside items.

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## **REMINDER**

3235/3236

The December issue of TIES will have an extensive 16 page article dedicated to the 3235 and 3236 locomotives. If you have a unique variation of this locomotive that we do not have on our internet site, then bring it to the October York meeting. We still have time to have it inserted into the publication.

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# PRESIDENT'S COLUMN

Don Lewis

Since last York there have been some very severe and devastating weather events in parts of our country. I have no direct knowledge of any Society member being affected by any of these events but if someone has such information, please share it with us. I know, you're reading this and the summer has gone by. Good news is that York is just around the corner. We look forward to our Friday meeting which will still retain the show-and-tell format. Just give us a heads up if you plan to participate so we can be sure to have room for you.

We have a Society member who is currently serving in Iraq. He will be receiving his publications while he is there. Just keep him in your prayers for his safe return. As you can see from this issue, we can turn a simple question into information for our Society members. This again shows you that if you send us raw material we can make an article. Please send the information to Marty. We really want to know what you have to share.

Back in July some pretty exciting IVES items appeared on Ebay. There was a rare I Gauge #74 stock car. Wow! That was followed by the listings of two inboard truck freight cars, #128 gondola and #125 merchandise car along with a #126 caboose. Wow! Again! And then there was just an ordinary brick litho #114 station. In the middle of all of this appeared a hand painted set of cars led by a not often seen IMC locomotive. No words for this. So as you can see IVES quality items just keep surfacing.

We sold the prototype factories and stations. If all monies are collected the IVES Train Society will be able to donate approximately \$700 to the TCA library fund. Since we are about preserving the history of IVES trains we could not think of a better cause than the TCA library which is preserving the history of all toy train manufacturers.

Well as they say, see in you in York,  
Don

## 3237 LIGHT GREEN LOCOMOTIVE

The following dialog is the result of a simple question concerning the production date of a light green 3237 locomotive. The verbiage is printed as received from various emails between IVES Society members.

**Marty Fasack:** 3/18/2011 (*The Initial Question*)

**Is it true that IVES used hatch covers and brass doors in late 1927; or is it true that IVES used snow plow pilots into early 1928?**

### **BRASS HATCH COVERS, BRASS CAB DOORS**



### **SNOWPLOW PILOTS, BRASS END DOORS**



### **Randy Berger:**

It is impossible to prove a negative, so no one can say with absolute certainty that IVES didn't use ANY snow-plow pilots in early 1928. But if they did, they probably were just using up existing stock because the sheet-metal pilots are much in evidence in early 1928. The brass hatch covers are, in reality, the #40 die-cast tender hatch covers. When they had the tooling to make those brass parts is unknown to me, therefore no one can say they didn't use them in late 1927, but I doubt it. Hard and fast rules are difficult to fashion in the last five years of IVES. BUT, in general, snow-plow pilots are not used in 1928 and thereafter. Brass hatch covers are used first in 1928 and thereafter. Both of the above are rules of thumb and thumbs are easily broken.

### **Marty Fasack:**

In the 1928 catalog, in sets, IVES shows the 3237 in orange or dull black. As a separate sale item in the same catalog they show the 3237 in black or green. Not Light green, just green. Now in the 1927 catalog they do show light green in a 3243 set. The 3237 that year is offered in green or blue, again not light green. With the snowplow pilots and the paint gun loaded with light green paint, my guess is this locomotive was made in late 1927. But again only a guess! But then again, it has brass hatch covers and (4) brass doors which indicate late 1928.

### **Dave McEntarfer:**

You have to remember that the cab stamping in 1928 was different; the hatches were no longer stamped into the shell. The shell was flat and just had two holes for the brass hatch to fit into. Also on the CD is a picture of a light green 3237 from 1927, but it has the earlier cab and is the 1927 light green, your engine is the 1928 or 1929 version of green. Have lots of 28/29 green things, don't know how else to describe it but definitely different than 1927 green things.

### **3237 - LIGHT GREEN FROM 1927**



### **Dave McEntarfer** - followed with additional thoughts:

Your engine has brass doors on the ends also which is not until late 1928 or 1929. The die-cast pilots rarely ever survived. There are two pictures on the CD of 3237s with only 2 brass doors, one is in Prendeville's collection. The other is the orange one that belongs to John (Randy sent me the photo) that one has steel pilots (early 1928) and is the only orange one I've ever seen. You'll also see this feature in the 3245 shortcabs, all of which we assume were made in 1928, some have two brass doors others have 4 brass doors. I believe John has a 3245 shortcab in the same color green as your 3237 with four brass doors. Never seen a late 1927 engine with brass doors, in fact Randy has a great example of a black 3242 from early 1928 that has no brass doors.

### **3237 ORANGE - TWO BRASS CAB DOORS**



### **Marty Fasack:**

I tend to agree with Randy and Dave. The cab body changes in 1928. Therefore it has to be 1928 or later. Then if IVES is using up the last inventory of snowplow pilots, it also supports 1928. I will assume the motor plates by 1929

**Marty Fasack – continued from page 3**

do not have the words "Mfg. Co." in the name. Therefore, since this 3237 has the "Mfg. Co." nameplate it could not be 1929. Dave if you agree with this then please upload this loco to the web site with the caption, LIGHT GREEN, BRASS VENTILATOR HATCHES, (4) BRASS DOORS, SNOWPLOW PILOTS, CIRCA 1928

**Dave McEntarfer**

Randy would have a better idea on those bottom plates, as they seem to show up with the old name off and on. I assume we have good provenance that the frame and shell have been together for their lifetime.

**Randy Berger:**

Not sure about 1929, but I've seen MFG plates on many 1930 motors

**Dave McEntarfer:**

From what I've seen, that earlier plate shows up on a lot of pieces from 1929-30. If you're putting together data on the 3237s here's the one I've never been sure about (attached) it's a black engine with an orange frame, the one in this picture belonged to Ed, Les has one but those are the only two I've ever seen. Both had no brass hatches and never did. Supposedly the one engine came with a bunch of 1930 freight cars, but can't verify that. I believe Les told me there's actually an original box (marked black/orange) for the engine. The orange one that John has is the only one I've ever seen, but it was mentioned in the 1928 price lists and John's engine is early 1928.

**3237 - BLACK, TAB SLOTS FOR HATCH COVERS**



**Don Lewis:**

OK attached is a restored 3237 in Cadet Blue with brass doors and hatches. No evidence of weights. Die cast pilots. And Mfg plate on motor

**3237 – BRASS CAB DOORS AND HATCHES**



**Dave McEntarfer:**

That repainted cadet blue 3237 that Don sent pictures of has the earlier motor plates. Obviously we don't know what color it was originally, but it does have the 4 brass doors? The question then becomes can you tell the difference between a late 1928, 1929 and 1930 3237? The 1930 catalog only showed the engine for separate sale (in cadet blue). Was there a problem with the 3237 pulling the Lionel bodied cars? How many cadet blue 3237s have you seen? On the CD there is a picture of one that was in Doc's pictures years ago, but it looks suspiciously restored, might be the one Don has? There is also a picture on the CD of a Cadet Blue 3237 shell with brass doors sitting on a cast iron 3237 frame. Steve Harris got this engine out of an upstate NY collection. I never got a good look at the frame, but the cab appeared original when I saw it? The younger Dave sent me a copy of an old TCA quarterly (Apr '64, Vol. 10 No.2, page 10) a while back requesting info on an article written about a black 3237 that was on a 3243 cast iron frame. According to the article Lou Hertz and Doc Robbie authenticated the engine and there was a grainy black and white photo of this engine which appeared to have brass hatches, but NO brass doors. Anyone ever seen a 3237 with brass hatches but no brass doors? Just 3237 questions, again no answers!

**3237 – ON CAST IRON FRAME**



**Dave Bashline:**

My humble thoughts.....

Ted Valis has a Night Hawk that has snow plow pilots. So either a collector replaced the blown die cast jobs with extra snow plows or Ives used leftovers. Ted, how about some pictures? His set also has the Lionel observation deck, I felt if the pilots were legit it should have had an IVES deck like Randy's 186. I agree with everyone that this is a late 28 maybe 29 loco. My guess would be the pilots got swapped. If you take one off is the paint around the flag stanchion mounting hole disturbed? That I suppose would be the giveaway. Maybe also a past owner upgraded a "chotsky" frame? Is the shade of green the same as National Limited green? I'm still trying to figure these greens out!

**3237 – BRASS END DOORS, DIE-CAST PILOTS**

**Marty Fasack:**

Night Hawk with Lionel observation railing is 1928 and having snowplow pilots is interesting in that it supports the fact they were using this pilot in 1928. The snowplow pilots on my 3237 were never removed as evidenced by the rust on the top screws that make it very hard to remove, and the black screw heads on the side of the frame that have no paint damage whatsoever. It still looks like 1928 to me!

**Dave McEntarfer:**

You can usually tell if the pilots have been switched/replaced but it would have to be from an earlier 3237 as the 3242 frame was different. It seems weird that they would have gone to all the trouble to use that stamped steel frame if they still had snowplow pilots – of course I will say I’ve seen one example of an 0 gauge engine where it appeared they did something similar, but as Randy always says you can’t prove a negative. From what I’ve seen, that earlier plate shows up on a lot of pieces from 1929-30?

**Randy Berger:**

Maybe I missed something. I see no difference between the 3242 frame on a Night Hawk and the 3237 normal frame?? Not sure about 1929, but I’ve seen MFG plates on many 1930 motors.

**Dave Bashline:**

I am also unaware of a difference in 3242 vs. 3237 frames. I think they are identical. Only differences is the mounting tab is bent vertically when used with a 3237???

**Dave McEntarfer:**

Again not having wide gauge I’m comparing to 0 gauge locomotives, but doesn’t the cab screw into the frame differently? On the 0 gauge there is a piece of metal that has to be bent up in an elbow to allow the round cab shells to screw into the frame. On the 0 gauge frames if you try to bend it back or straighten it. It’s fairly obvious that it has been screwed with?

**Don Lewis:**

OK just to add more confusion I took photos of my two orange 3242’s. The first is from a boxed set which has a mixed consist of various long cars and the second is from my Night Hawk set. The second one the pilots have been replaced and it also has no weights. There is solder marks and rust where the weights were, but can’t tell when they were removed or who removed them

**3242 – 1927 NEW YORKER WITH SNOWPLOW PILOTS**



**3242 – 1928 NIGHT HAWK WITH DIE-CAST PILOTS**



**SNOWPLOW**

**DIE CAST**



**Randy Berger:**

The first 3242 is put together from various parts. It has a narrow motor - not used in any legitimate 1928 loco. Both of my late 3237s still have the louvers/ventilators stamped in the hoods, but covered with brass hatches. The 1928 3237 does not have cab doors, but does have end doors. The later 3237 has both cab and end doors. We need someone to format a list of questions that we have raised (and all the various answers) so that each point can be answered as there is a lot of info that has passed back and forth. We should not lose it. I nominate Mac - all in favor??

**Dave McEntarfer:**

If you have a narrow motor frame and a wide motor frame is there any difference besides the width of the motor insert? Don't 1927 3237s have wide motors... then 1927 3242s have narrow motors? Just asking?

**Randy Berger:**

Yes, the tab has to be bent down to accommodate the vertical screw for the 3242 cab. But the frame itself is still the same frame. If someone used a 3237 frame and bent the tab down, you would not know it was originally used on a 3237. I always thought this was a rather crude adaptation. The tooling for the frame always bent the tab up for a 3237. It should have been modified to allow the tab to remain flat and had a separate die to make the bend for a 3237 cab. They did make a separate stamping die to stamp the two sides of the frame for a short-cab 3245.

**Dave Bashline:**

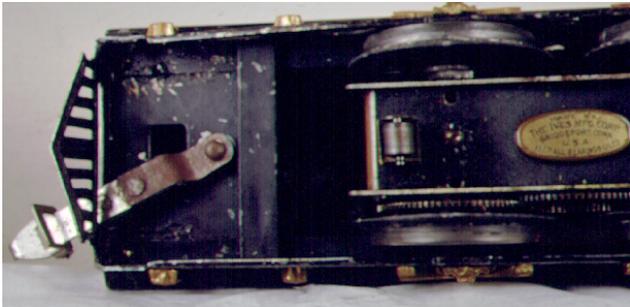
I Have two original New Yorker green 3242's. The first is a hand reverse with a narrow motor and no patent stamp, the second is an "R" with a patent stamp and wide motor. I have seen others this way. Is it possible the "R" models got the new motor for 1927?

**Dave Bashline – continued from page 5**

To answer Dave Mac's question, if as everyone says the frames are identical for the 3237 and 3242, what about 3237s from 1927 do they have wide motors on the R versions and narrow motors on the hand reverse versions?

To add to Randy's observation about his engines having the brass vents; Are there slots punched into the cab for the brass vents? Also Randy said he had one 3237 with no cab doors, but does have end doors? I've never seen that. The pictures on the CD show an orange one and a black one with cab doors but no end doors, one of them has steel pilots, one has cast pilots. Also I'm attaching the bottom of an early 1928 3237 showing the motor and two piece snake pull coupler. Also sending a picture of a black 3237 (it's the one with the orange frame) note that it has no brass vents and it has no brass vents punched into the body.

**3237 – BOTTOM WITH TWO PIECE SNAKE TRACK PULL COUPLER**



**3237—BLACK CLOSE-UP SHOWING NO BRASS VENTS OR VENTS EMBOSSED INTO THE BODY. SLOTS FOR BRASS HATCH COVERS.**



**Dave McEntarfer:**

Here's one you missed. I think Don's 1928 orange 3242 has a wide motor, but I'm sure he'll let you know.

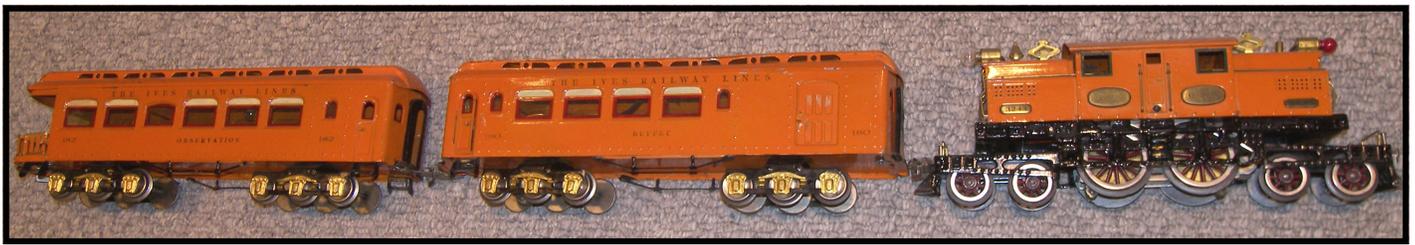
**Randy Berger:**

Thinking about using up narrow motors on hand reverse locos, I thought it might be because the newly designed R-unit with its thick brass sides would not fit into a narrow motor. If they had many narrow motors in stock they would not discard them and it would make good sense to

parcel them out in the hand reverse models. Excellent observation Mr. Bashline and it makes very good sense.

**THE 3237 CONCENSUS OF FINDINGS AND WHAT HAVE WE LEARNED.**

1. IVES produced snowplow pilots sometime into 1928 on the 3237 and the 3242 locomotives
- 2 IVES motor nameplates cannot be relied upon to determine the date of a particular 3237 locomotive.
- 3 IVES used the narrow motors for those locomotives without "R" units on the new sheet metal frames and used "spacers" to support the installation of the narrow motor on these wider frames in order to make the motor secure.
4. IVES used the wide motors on the new sheet metal frame for those locomotives that had an "R" unit.
5. Not totally sure if point 3 and 4 is 100 percent solid but it makes sense for most of the later production locomotives.
6. Brass Ventilator hatch covers were not used until early 1928 on the 3237
7. Brass cab doors were not introduced onto the 3237 until later in 1928
8. Brass end door usage is haphazard, and could not be defined to an actual timeframe. It was not introduced onto these locomotives until 1928.
9. IVES did make a 3237 on a cast iron frame similar to a frame used on late 3243 locomotives.
10. IVES did produce some black 3237's without embossed ventilator hatches, or brass ventilator covers.
- 12 Snake-Track-Pull couplers were not used on the 3237 until 1928. They were not used on Locomotives produced with snowplow pilots. The two piece Snake-Track-Pull is first seen with sheet metal pilots in early 1928.
13. The frame for a 3242 and a 3237 are the same with the exception of the position (vertical or horizontal) of the frame bracket used to support the cab.
14. The light green on the 1927 3237 is different than the green on later light greens 3237's. The later light green is more like "Lumber Car" green.
15. IVES used stamped steel pilots in early 1928 which were phased out and replaced by die-cast pilots later in the year.



## When You Cannot Afford the Very Best Than Accept a Set with One Car Less

By Martin Fasack

This story starts in La Grange, Illinois when Joe Palermo visits George Boon (TCA 59-409) in 1997. George had a fantastic 1925 boxed #706 set that appeared to be missing a parlor car. George had assured Joe this set came from the original owner exactly as it was presented. The set consisted of a 3243 Orange locomotive with a 180 Buffet and a 182 Observation car. It was always a question as to how can an individual own a set in this condition and loose a car? The box itself, when you install the original set contents into it, shows an empty space where the parlor car should be. Other collectors over the years upon visiting Joe's fantastic Lionel Classic and American Flyer Standard gauge collection have commented "It's a pity that your missing the parlor car". One assumption is, it was a "Bankers Special" that was put together with 1925 inventory for the Bankers Special set, that was released and so named in 1926. Of course the Bankers Special did not have 180 series cars, but consisted of a 3243 with a 187 buffet and a 189 observation car.

Upon further investigation, the answer to this puzzle became simple; IVES offered a reduced set in their catalog in 1925. It states "This train is the same as the illustration above (Deluxe Orange Set) except that the parlor car (188) is eliminated". One might think the catalog should state with the elimination of the (181) parlor car; but recently we have discovered that IVES offered both 187 series and 180 series cars for the Deluxe Orange set in 1925.

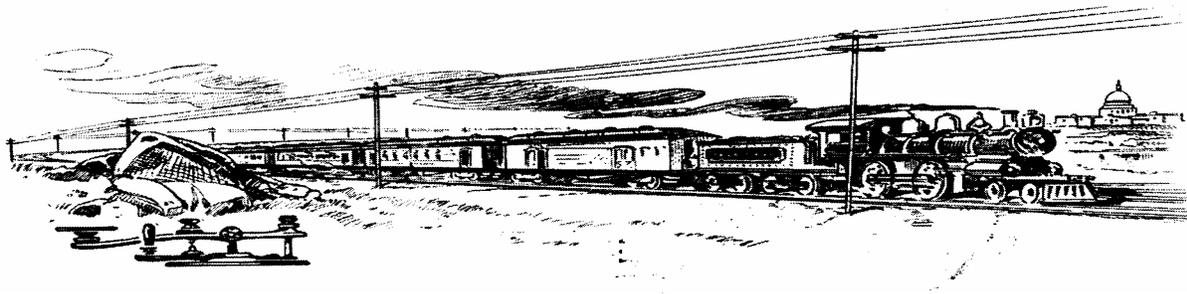
What is most interesting is IVES did not change the box structure for the smaller two car set. They simply took a 704 box, stamped it 706, and left the empty space open where the 3<sup>rd</sup> car would normally be placed for the Deluxe three car set. The following year they introduced the Bankers Special, in the correct box, with the same 706 number. So in 1925 if you could not afford the 3 car set, then it was also available as a two car set. Just a little piece of IVES commentary.



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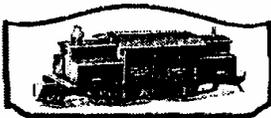


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