



OZARK DIVISION NEWSLETTER JUNE 2022

Don Miller – Ozark Division Communications Editor 06-59842.

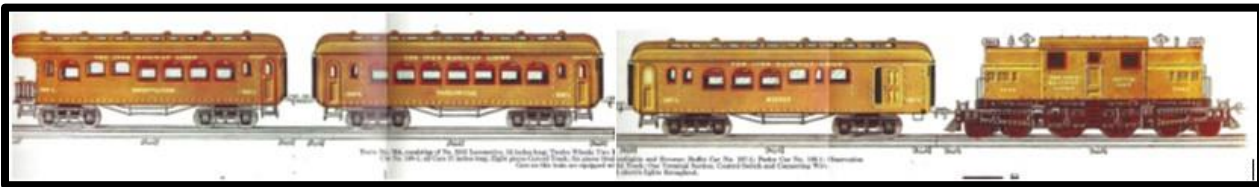
This Quarter’s Newsletter is highlighted by two articles. The first is on an on-line collecting experience with an Ives engine from 1922. Former Ozark Division President, Brad Marples, authored the articles. The second article is an overview of our senior member, Lloyd Taaffe’s, experience in our hobby and how he helped develop the organization which became the Ozark Division.

My Ives set 704 from 1922

COVID-19 has really changed my train collecting. I’ve turned to online auctions more than ever before. I tend to perhaps buy fewer things, but more expensive things. That is a result of being in this hobby for over 25 years I suppose. Picture quality on most of the dedicated train auctions has improved a lot. Sometimes the pictures are downright good. (Some still aren’t.) I’ve always been drawn to old Ives trains, I’m not sure why. They are uncommon here in the Midwest. Several months ago, I bid on an Ives 3243 set and was lucky enough to win it. Here you see the set sitting on my layout with a tape measure stretching out over 6 feet (picture one). Standard Gauge Ives train cars are not very heavy, they are hand soldered thin gauge tin with hand painted features and rubber-stamped lettering.



Picture two is from the 1922 Ives Catalog, it was a three-page fold out. I blew up the description so you can hopefully read it.

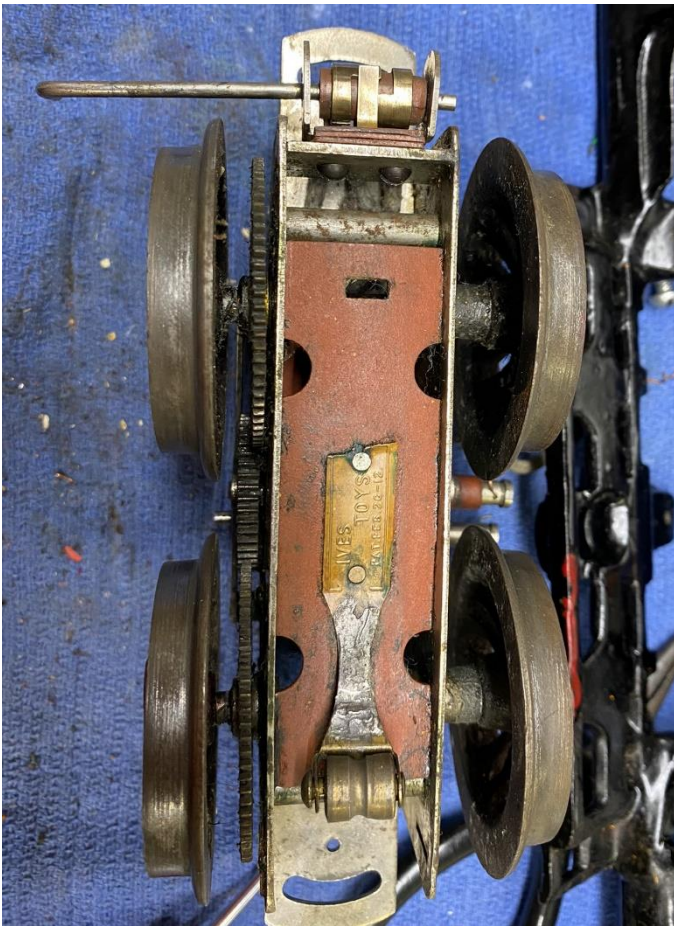


Train No. 704, consisting of No. 3243 Locomotive, 16 inches long; Twelve Wheels; Two Headlights and Reverse; Buffet Car No. 187-1; Parlor Car No. 188-1; Observation Car No. 189-1; all Cars 17 inches long; Eight pieces Curved Track; Six pieces Straight Track; One Terminal Section; Control Switch and Connecting Wire. Cars on this train are equipped with electric lights throughout.

Picture three below shows the 3243 engine. The frame is cast iron and weighs quite a bit. It is a 4-4-4 NYC S-Type locomotive, presumably modeled after the NYC S-2 motor 2-D-2, with a drum-type hand reverse unit. A later version, the 3243R would have an automatic reverse unit, beginning in about 1924. The type I motor in this engine was revised from the 1915-1920 1 Gauge motor used in the 1129 steam engine. The motor was narrower than later wide gauge motors and there were longer axles used for wide gauge track (Wide Gauge track is 2-1/8". 1 Gauge track was 1-7/8"). Wide bushings were used on the brush holder side of the motor to space the wheels further apart (picture 4).



Picture four (below) is of the Ives Type I motor with the reverse unit at the top, the spacers on the axles on the right, and the phosphor-bronze pickup assembly- that in my case is broken and one roller is missing. You can see this motor was used a lot by the wear on the remaining roller. The phosphor-bronze spring is embossed "IVES/TOYS/PAT. FEB 20 12".



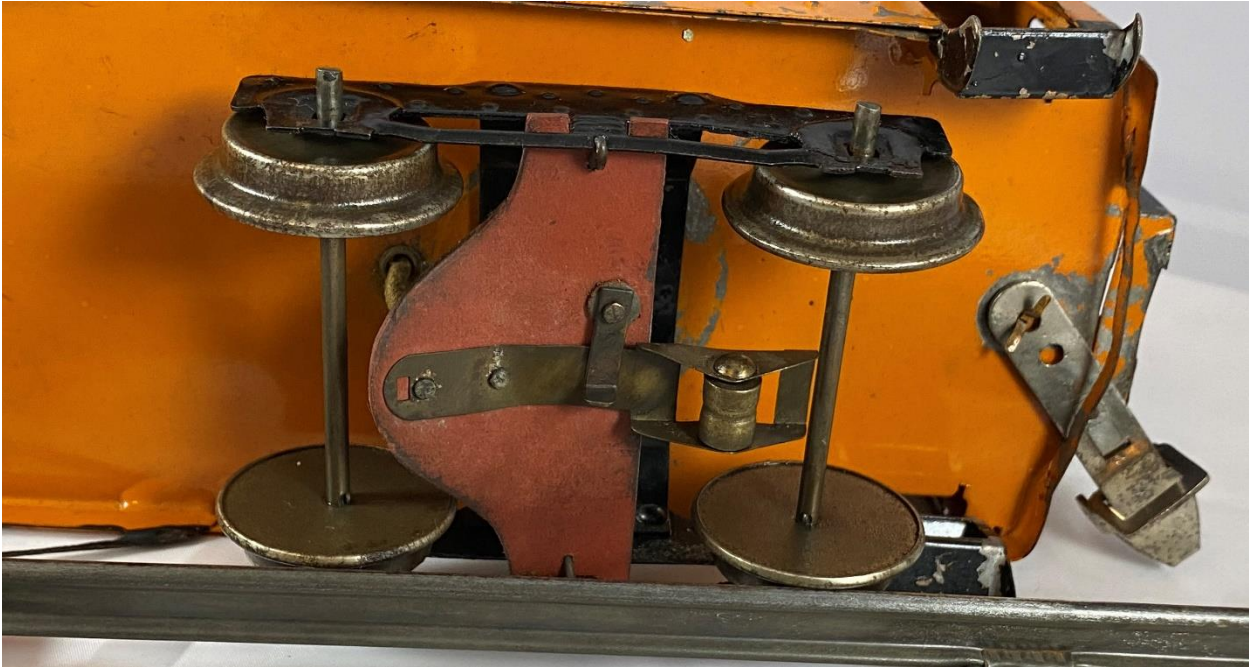
You can also see how much this motor was run in picture five below showing the armature where it rotates on the gear side of the motor. The hole has worn so much it is oblong which makes it very hard for the armature to rotate correctly. On the advice of Rob English, this motor has been sent to Bob Hannon to see if he can repair the holes on both sides where the armature rotates. How he does that is another story, but I want to get the motor back before I go into that.



Picture six is the observation car from 1922. These early 189s have two center windows without separate hand painted "rainbow" transoms above them. The cars are lighted, noted by the car number with the dash one suffix (189-1).



Picture seven is a 1922 passenger car truck with the pickup roller for the light. There is a lever that could hold the roller up (as shown) to turn off the light. That is not present on later trucks. Also note the early Ives coupler held with a cotter pin.



Picture eight is the observation with the roof open showing the cloth covered wiring, the simple soldered construction (with old repairs and new repairs).



The Ives 3243 was the top-of-the-line Ives locomotive in the early 1920s and has always attracted me with its massive frame and 4-4-4-wheel arrangement. Having dealt with crumbling wheels of other manufacturers I find the cast iron wheels Ives used very satisfying. The Type I 3243, of which this engine is an example was

manufactured from 1921 -1924 and came in dark green and orange. The Type II 3243 also came in that time frame but had a lower cast-iron frame with less detail. These rubber-stamped locomotives came in several different liveries; dark olive green, apple green, red, maroon, white with gold lettering (very hard to find) and in a maroon/brown color, for the Wanamaker Department store in Philadelphia, also very hard to find. I don't have those locomotives and probably never will, but I do have a Wanamaker Railway Lines boxed set that I'll write about the next time Don twists my arm.

The COVID-19 pandemic has pushed me further into the online aspect of the hobby. I would encourage you to give hunting for treasures in online auctions a try. I make a bid, but I don't watch live auctions. It's too stressful for me. Sometimes you get lucky, like the Lionel ST-384 track pliers that I got with a group of stuff at a recent online auction. They weren't listed in the title, and I don't think most people noticed them in the picture.

Brad Marples TCA HE95-41819

Lloyd Taaffe 59-356

Do you know how long the Ozark Division has been in existence? Who is the Ozark Division's senior member? How many chapters are there in the Ozark Division?

By the time you finish reading this article you will know the answers to these questions and much more. I decided to write this article to give a background of one of the founding members of the TCA in the Saint Louis/Ozark area and a brief history of the Ozark Division. My sources for this article are an interview that Rob English did with Lloyd Taaffe for the TCA's Oral History project in 2020 and an article that Jon Lundvall wrote on the Ozark Division history for the winter 2017 Ozark Division Newsletter.

An appropriate place to start is with the history of our senior TCA member, Lloyd Taaffe. Lloyd tells the story that he wanted a train from the time he could talk. He finally received his first train when he was 3 years old. It was a Marx freight set made in 1939. It might have looked something like this set.



Lloyd tells of how he and his uncle would go down to the North Saint Louis Terry Avenue rail yards. There they would watch the steam engines shuffle the cars between the tracks. They could watch the action for hours. Lloyd's favorite engine was the 0-8-0 switch engine. It is very likely that the 0-8-0 pictured below was one of the engines he watched. This engine now resides at the National Museum of Transportation in St. Louis.



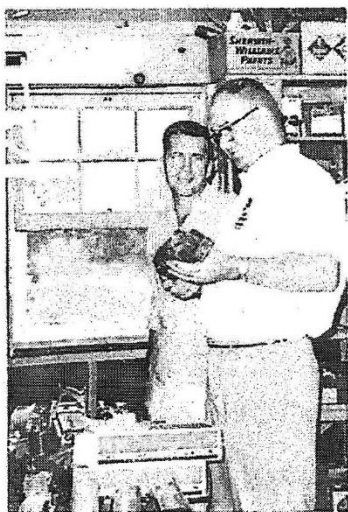
Growing up Lloyd loved the Lionel catalogs. He never had a layout, but in his imagination, he would design a layout that used all the trains and accessories shown in the catalog. Lloyd was lucky enough to live in an urban area where the department stores were within a bicycle ride of his home. He tells of how he would ride to the stores at Christmas to see the train displays. One of the stores he mentioned was Famous Barr department store. I was able to find this picture of the Famous Barr display on the internet. From the looks of the trains, I would say this picture was taken in the very early 50's.



As Lloyd grew into his adult years, he began to develop a group of friends who were “people like me who liked older trains”. He found a small group of train lovers. These train lovers became the nucleus of a future TCA. Names he mentioned were Charles Freeman, Bill Radermacher and Calvert Lecyuer. Calvert was a mentor to Lloyd and in 1959 invited Lloyd to join the TCA. National TCA supporters included Al Springman, Lou Redman and John Merron. Lloyd arranged and hosted most of the early St. Louis meets and founded the St. Louis chapter. Finally, Lloyd started a small group of TCA members that has been meeting monthly for 43 years. Lloyd is now the senior member of our Ozark Division and in the top 5 nationally.

In addition to the Saint Louis group, Earl Smarr, from Columbia, MO, was instrumental in founding the Ozark Division. In November of 1966, an organizational meeting was held at the American Legion in Columbia, Mo. Sufficient TCA members were present and proxies available to form the Ozark Division. Earl was elected the first Division President and dues were set at \$2.00.

In the picture below to the left, Earl is the tall man looking at a train. The picture on the right is a picture of an early Ozark Division meeting in Earl’s garage. I apologize for the poor quality of the photos but felt that the history they represent needed to be preserved. My thanks to Dennis James, Ozark Division Secretary/Treasurer for finding these pictures.



EARL SMARR

Here’s the old “vet” himself!

3 Train News
OZARK DIVISION MEETING IN EARL SMARR'S
GARAGE



Things haven’t changed much, have they?

Lloyd Taaffe continued to play an important role in the Division serving as Division President in 1974. By that time the Division membership had grown to around 100 members. The Ozark Division was sponsoring train meets all around the Division. Springfield, MO was always a popular venue, as it was about halfway between St. Louis and Oklahoma City. In 1981 the Ozark Division hosted the National TCA convention in Saint Louis. The convention headed by Lloyd Taaffe was a great success as over 700 TCA members registered.

The convention banquet car was the center piece. It was a Lionel 5700 Oppenheimer Woodside Reefer with a disc glued on the doors signifying the convention. Only 37 cars were produced. Without a doubt this puts the St. Louis convention car in the category of one of rarest cars. My thanks to Jon Lundvall for finding his car and sending a picture for the Newsletter.



The Ozark Division continued to grow reaching nearly 400 members living in the Division's 4 states, Arkansas, Kansas, Missouri, and Oklahoma plus 7 counties in Illinois just east of the Mississippi river, near Saint Louis. Approximately one half of the members are dues paying members. Chapters were formed, the first being the existing Gateway (Saint Louis) in 1975. In 1995 the Central Missouri Chapter (Columbia, MO) was formed. Finally, in 2009 the Heart of America chapter (Kansas City) was formed.

It is quite the story on how a few men's dream of getting together to do what train guys do growing the organization into the Ozark Division. I have always been impressed by the foresight of these TCA pioneers who wrote the following purpose statement in the by-laws.

"To bring together persons interested in collecting and operating toy trains and related items. Trains may be of any scale or gauge, made of any material, propelled by any means, or any make, domestic or foreign."

Written in the 60s, these words are still as applicable to our hobby as they were almost 60 years ago.

Lloyd has a fantastic collection, worthy of a story. However, I wanted to capture a certain amount of the history that started with a few friends interested in trains, to what the Ozark Division has grown to be over the years. It is great to have one of the founders with us to share his lifelong interest and knowledge in trains and train collecting.

Written by Don Miller, Ozark Division Communications Editor, 06-59842



Lloyd Taaffe

CHAPTER ACTIVITIES

Gateway Chapter, St. Louis

2nd quarter 2022 Activity Report of the St. Louis Gateway Chapter

Meeting

We had a well-attended meeting on May 7th at our usual location which is the National Transportation Museum on Barrett Station Road.

There were 2 presentations by different speakers, and we were able to record them for posting on our new [Facebook page](#).

The first speaker was Greg Hake who presented more information on how postwar, and some prewar boxes are being faked and sold as originals on auction sites. These are not legitimately reproduced boxes rather they are boxes that are intended to fool people into thinking they are original.

David Osborn was the second speaker. His topic was the New York City locations Lionel occupied for manufacturing and selling. He covered 24 Murray St., 4-6 White St. and 381 Broadway. At a future meeting he will cover 41 E 21st St. and 15 E. 26th St,

There was a lot of interest in both presentations as indicated by the extended question and answer session that followed each presentation.

There was also a show and tell session in which several people showed interesting items from their collection.



Face book

The chapter's new face book page went live early in June thanks to the help of Darin Grant from the Heart of America Chapter. [St Louis Gateway Chapter of the TCA.](#)

Notice of our next meeting has been posted along with some pictures from our previous meetings.

Train related activities

- Visit various train stations in St. Louis including Amtrak, Union Station and Kirkwood among others
- Visit the WF&P for a ride behind a live steam locomotive through the countryside along the Meramec River
- Visit the National Transportation Museum on Barrett Station rd.
- Visit the Iron Spike Train Museum in Washington MO

Central Missouri Chapter Report, June 2022

- The Chapter met in January and discussed preparations for the Hobo Jo Train Show held at Paquin Towers in Columbia, Missouri. It was decided that only the O gauge and G gauge layout would make the trip as the S gaugers had other commitments. It was also decided that no dues would be collected for 2022 since the Chapter had enough funds and nothing needed to be spent. The caveat is that if something is needed then we would divide the needed funding equally between the membership.
- February and March meetings were easy as there was nothing pressing to discuss, so we ran trains and talked about what was running, how our layouts were, and what we might be purchasing.
- In March the club participated in the Hobo Jo train show where 411 people viewed the layouts, videos, learned what the inside of Lionel locomotives looked like. At the end of the month, several members of the Chapter attended a swap meet in Washington, Missouri then toured the Iron Spike Model Train Museum.
- The April meeting began discussion about an open house at the clubhouse. Plans for the event are in progress. Besides running layouts, we are in hopes of having modelers giving workshops on landscaping, building interiors, and other crafts that deal with modeling a railroad. The Open House will be held on August 20, 2022, from 10:00 AM to 2:00 PM. Columbia Parks and Recreation is sponsoring the event which will allow the Chapter to use the upstairs so the event will be mostly ADA accessible. Also, Bo Burgess agreed to be the Chapter Photographer.
- The Estate of Hank Stoltz donated several buildings and operating accessories to the Chapter. We intend to use them on our traveling layout.
- Recently discovered is an operating layout in Slater, Missouri in the old Chicago and Alton Station. The layout features the railroads of Slater, C and A, GM&O, Illinois Central, Gateway Western, and Kansas City Southern. We are researching this for a field trip.
- Our Swap Meet is scheduled for November 5, 2022, to be held at the Columbia Senior Activity Center.
- Facebook page is [mid-motrainclub](#).



HOA Chapter News June 2022

Members were invited and participated in the Kansas City S-Gaugers S-O Spree Train Meet 'n Greet. The Meet 'n Greet was held in an historic Kansas City, Kansas building. Members had lunch available and there was much train talk about Lionel, Gilbert, Marx and other train manufactures past and present. The HOA members who had vendor tables reported good sales and had a good time talking trains. Professional photos taken by S-Gauger Roy Inman were available. Roy has an extensive train photo library, along with photos he has taken while working for local newspapers i.e. KC Star, KC Times, and Kansas City Kansan.



Our monthly emails have solicited HOA members who would be willing to increase their commitment to the chapter as well as the hobby itself. The board can report the efforts are paying off. The HOA board now has identified several prospective future board members. This month we have offered a board position to an interested and very active member, and we hope to have an answer very soon.

The MO-KAN Garden Railroaders held their public train garden tour the weekend of June 4-5, 2022. Two members of HOA are also MO-KAN Garden Railroaders. On Friday evening June 3, 2022, HOA members had a sneak peak of one of the MO-KAN Train Garden tour stops. Wayne and Karen Lang let us tour their garden railroad, the K&W Railroad, along with touring their extensive HO train layout. The weather could not have been better and judging by the number of HOA members attending, interest was high in seeing both layout settings. The MO-KAN Train Garden Tour is a fundraiser for Harvesters, a local food pantry. HOA gave a donation, along with our thanks to the Lang's for inviting us to meet and greet in such a beautiful garden railroad.





Train Related Activities in the Ozark Division geographical Area

June 4th - 5th, 2022: MO-KAN Garden Railroaders Train Garden Tour
www.mokangardenrailroaders.org

June 25th-July 2nd, 2022: 2022 TCA National Convention
Sheraton Music City Nashville Airport Hotel,
777 McGavock Pike, Nashville, TN 37214

July 16, 2022: Joplin Model Train Show and Swap Meet
July 16th 2022 from 9:00am-3:00pm
504 S Schifferdecker Ave, Joplin, MO 64081
Admission is \$5 adult, children 12 and under admitted free with paid adult. For information contact Rick Gardner 417-673-4888 or email rickgardner4449@gmail.com.

July 24th-July 30th, 2022: 2022 LCCA 52nd Anniversary National Convention
Sheraton Music City Nashville Airport Hotel,
777 McGavock Pike, Nashville, TN 37214

August 3rd-6th, 2022: 2022 TTOS National Convention
Hilton Kansas City Airport
8801 NW 112th St, Kansas City, MO 64153

August 6th, 2022: Turkey Creek Train Show & Swap Meet
Saturday 8:00 am – 3:00pm
Lenexa Community Center
13420 Oak Street Lenexa, Kansas 66215
www.tc-nmra.org

August 10, 2022: Central Missouri Chapter Open House
2002 Grindstone, Columbia, MO
10:00 am – 2:00 pm

September 10th, 2022: The Boeing Meet
Saturday 10:00 am – 3:00pm
Queeny Park, 550 Wiedman Road, St. Louis, MO

September 24th, 2022: Pacific Eagles Train Show
Saturday 10:00 am – 3:00pm
707 W. Congress Street, Pacific, MO

October 8th, 2022: TCA HOA Layout Tour and Garage Sale
Saturday 1:00 pm – 4:00pm
Leawood, KS
More details coming soon!

October 8th, 2022: Ozarks Windup Train Meet
Saturday 9:00 am – 3:00pm
1538 West Washington, Marshfield, MO 65706
Info - winduptrainguy@aol.com

October 8-9th, 2022: Greater St. Louis Metro Area Show
Saturday 10:00 am – 4:00pm, Sunday 10:00 am – 3:00pm
111 S. Geyer Road, Kirkwood, MO

October 20, 21, 22, 2022: York Train Meet Eastern Division TCA
York State Fairgrounds, 334 Carlisle Ave, York, PA 17404

October 22nd, 2022: Lake of the Ozarks Train Club Train Show
Saturday 9:00 am – 3:00pm
Community Christian Church, 1064 N. Business Route 5
Camdenton, MO 65020

November 5th, 2022: 25th Annual Swap Meet-Central Missouri Chapter of the TCA
Open to TCA and sponsor members at 9:00 am, to the public at 10:00 am - 3:00 pm
Columbia Senior Activity Center, 1121 Business Loop 70 East, Columbia, MO 65201

December 3, 2022: Great St. Louis Christmas Train Show and Food Drive. 9:00 am to 3:00 pm, Admission \$ 5.00 per person. Immanuel Lutheran School, 9733 Olive Blvd. Olivette, MO 63132

Ozark Division TCA 2022 Financial Report:

Beginning Balance January 1, 2022		\$13,943.70
Income:		
Admissions		
Memberships	\$150.00	
Table Sales		
Miscellaneous		
Subtotal	\$150.00	\$14,093.70
Expenses:		
Advertising		
Bank S/C	\$109.39	
BOD/President		
Displays		
Hall Rental		
Postage		
Printing/Office Supplies		
Refunds		
St, Louis Gateway Chapter	\$189.04	
Table Rental		
Train Show Table		
Web Site M/R		
Miscellaneous		
Subtotal	\$298.43	\$13,795.27
Balance as of May 1, 2022		\$13,795.27

Included in the Ozark Division balance is \$2288.07 being held for the St. Louis Gateway Chapter, net Ozark Division balance \$11,507.20.

Respectfully Submitted,
Jon R. Lundvall

2022 OZARK DIVISION BOARD DIRECTORY

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