

OZARK DIVISION NEWSLETTER OCTOBER 2023

Don Miller – Ozark Division Communications Editor 06-59842.

This Quarter’s Newsletter is highlighted by two articles. The first is an article written by Jeffery Corrick 08-62417. Clint is a former METCA president who has moved from New York to Kansas to take care of his parents. Clint’s article details the construction of a large “T” rail loop. The loop includes “T” rail switches and sidings. I can’t remember seeing “T” article in the past. Links to Clints’ websites are found at the end of the article. Lots of pictures and videos. The final article details the construction techniques I used to facilitate the urban redevelopment of a little village on my layout. I share constructive tips in what I call the expansion of Carrollton into New Carrollton.

Presidents Message

Third Quarter Presidents Message

Train season is upon us! The weather is slowly turning cooler, and the leaves are coloring. Minds are turning more to our trains. Now is the magical time of maintenance to prep for the season. Cleaning and lubricating our locomotives (and cars, especially postwar and prewar) will make for a happier operating season. Don’t forget those roller pickups!

Cleaning the layout - vacuuming, wiping dust- and cleaning the rails will also help operation for trains of all eras. My favorite technique is to wipe/scrub the railhead with Goo-Gone on a terry cloth rag, then a quick wipe dry to remove residue. I use an articulated drywall sanding tool to mount the terry cloth to allow me to get to the track on the far side of the layout, and in tunnels etc. This cleaning really enhances the operation of modern trains with electronics.

Invite folks to come over and run trains on your layouts. There is no better incentive to clean! People really enjoy seeing their trains run in a new environment.

Happy training! Rob English 96-43303, President, Ozark Division of the TCA

Building a T-Rail Layout (and building... and building...)

In the beginning...

When I first got back into the toy train hobby around 2006, I hadn't touched my trains in at least 35 years. I'd never heard of "Standard Gauge" and TCA was a Tricyclic antidepressant. I needed something to occupy myself, so I decided to put together a little layout with the Lionel from my younger days, and some extras my stepfather had found when cleaning out his parents' house.

So, it began <g>. I bought "RR-Track" layout software, designed a modest layout out of O-27 (which is what I owned), started building... And I was hooked.

Over the next dozen years, I tore up the O-27 and re-laid everything in O-31. I started haunting E-Bay, sure I REALLY needed one of everything. I was never going to be a collector, and yet my collection mushroomed. Suddenly a Standard Gauge layout appeared as well. Yes, I was well and truly addicted.



But the more I got into the hobby, the more I realized that what really turned my crank was the REALLY old stuff:

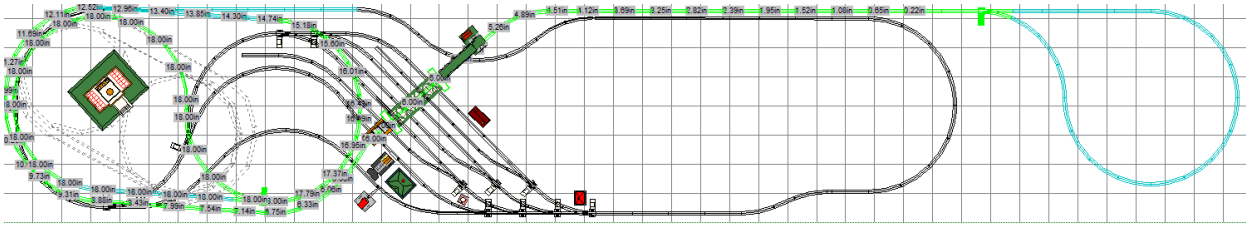
Prewar – then Pre-WWI; Carette, Elektoy... Long in the back of my head was a prewar layout to hold all that cool "old stuff." And I'd always planned that it would be entirely of Lionel T-Rail.

Wantin' ain't gettin'...

But I soon discovered that *wanting* a t-rail layout – and *getting* enough track to accomplish one – was not as simple as I had imagined. It's hard to find, and more to the point (for me anyway), when you do find it, it's *expensive*.

I went back to RR-Track and fiddled with designs. I had a long, narrow space available: 33' x 8'6". Along the way I'd managed to get my hands on a 700E and a 001 Lionel OO set, which gave me this wild idea of having the 700E twist around a mountain and disappear – only to have it reappear moments later, far up the mountain as it's OO clone. I'm always great on big, grand ideas. Making it happen was quite another matter.

This "Grand Plan" was going to require 114 T-Rail curves; 98 straight sections; 14 turnouts... Given "scarce" and "expensive" above – and my limited budget – all that was going to take a while. T-Rail curves were running around \$10 - \$15 a section and straights up to \$20 a section; turnouts \$75 - \$100 a pop. I started buying in 2008. It was 2018 before I'd scraped up enough to feel I was ready to make a start.



And so 'make a start' I did. But at the time I was living in NYC, and the layout was at the family home in Hutchinson. Work was restricted to occasional trips home and holidays. I finished the benchwork over 5 days in November of 2018. Between Christmas and New Years, I started laying track.

T-Rail: The good, the bad, and the frustrating...

The 700EW was Lionel's first attempt at a truly 'scale-model' engine. Design began in 1935, and the first units were delivered in 1937. T-Rail track was specifically designed as the new rail system for the 700EW. It was produced and/or sold between 1935 and 1942. T-Rail comes in only a 72" curve diameter and is solid-rail track with a prototypical "T" rail profile. Unlike the tubular of the day, both straights and curves have 10 ties to a section – square like the real thing. Sections are joined with tiny, prototypical fishplates, bolts and nuts. The center rails are connected with slide-on rail joiners.



I may be biased, but for my money, that 1930's track system is the best ever produced by Lionel. It's inflexible, strong, conducts well, and looks *awesome* – and realistic -- on a layout. Sadly, production wasn't resumed after WWII, and that produced between 1935 and 1942 is all there is.

But once I jumped into track-laying, I discovered there are a few... um... challenges.

Those tiny fishplates... As a guy with big, clumsy fingers, fastening tiny fishplates with tiny bolts and tinier nuts can be frustrating at best. Bolt hole spacing isn't always exact and there's little to no wiggle room. The track is rigid – REALLY rigid. If two sections don't align perfectly, there's no pushing the track around to make it connect – you have to get the cut sections just right.

And all T-Rail is at least 81 years old. Most rail is blackened or rusty. Before laying track, I had to buff every track top and end with a wire wheel to ensure good conductivity. Most sections come without the hardware: fishplates, nuts, bolts and joiners which often must be located and purchased separately. Lastly, the cast ties are brittle. Drop a section on a hard floor and a tie or two may snap off. I haven't found any good way to reattach missing ties. JB weld works, but it's not ideal.

For me, the biggest limitation is that T-Rail comes in O-72 only. If there's any method to bend it into other curve diameters, that's way beyond my skillset. Hence a T-Rail layout takes up a LOT of real estate.

I've been working on the railroad (and still am) ...

By New Years, I had the first loop of track laid and gave it a trial run. With a single power feed, my test engine ran around the entire 75' loop with no voltage drop. Not bad! After 6 days in February, the rail yards were *almost* done – but I ran out of straights. One hidden dogleg, and the grade up to the Hell Gate Bridge were completed over Memorial day – but I ran out of nuts and bolts. There was more grade work and mountain building over Thanksgiving, 2019.



And then, there was Covid...

Maybe a small 'silver lining,' but the husband was on Covid layoff April through June of 2020, and I was working from home. So we decided to Covid-vacation in Hutchinson. At least it gave me a bunch of unintended layout time. By July, all the T-Rail was laid, wired and tacked down, turnouts were serviced and wired, and the control area underway.

Then, disaster. Doing a test run with my original 700E around a blind spot in the back of the mountain, just like the Old 97, it picked up speed down the grade, and flew off the track. And yes, it sort of exploded. After several hours trying not to cry, I pieced together the cab and cowcatcher with JB weld and licked my wounds. I then spent several days installing chicken wire and netting around all blind, elevated sections to avoid a similar catastrophe in the future. No my prized 700E will never be quite the same, but it looks fine (from a distance) and still runs, if a little out of gauge.

Until I'm sure I have speed checks in place, and all track is safe, I'm punting. I bought a modern 6-18012 1-700E Hudson to run on the elevated grades for now. It looks *almost* the same, and only train geeks like myself are likely to notice the difference.

I am slightly insane. But I always use control equipment that's the same vintage as the layout. So power is supplied by prewar V & Z transformers, and two K transformers with slate tops wired with #95 rheostats and #91 circuit breakers. Siding control is with a 438 Signal Tower, and additional vintage porcelain knife switches.



Following a death in the family, work ceased for over a year, culminating in a permanent move to Kansas. Since then, work has progressed slowly but surely – mostly slowly.

As of now, the OO dogleg winding up and down the top of the mountain is almost complete. I've completed a Gauge-1 loop and figure-eight (Bing and Marklin track) inside the T-Rail loop, and installed about 30' of Leland Detroit monorail track above the T-Rail and Gauge 1. Original 'extra' Leland Detroit track being hard to come by. I cheated and added some MTH repro track. C'est la vie.

But the tribulations of the Gauge 1, Leland-Detroit, and the Elektoy, Bing and Marklin trains that run on them are stories for another day – or article.

It's been a 6-year project – so far. There's still OO to finish, accessories to place and wire, a mountain to cover with... something. Give me another decade or two, and I might finish the damn thing. But no... Layouts are never *really* finished, are they?



For more pics feel free to check out the T-Rail Layout page on my website:

<https://clintjefferies.com/TRailLayout.shtml>. A few short videos can be found at:

<https://clintjefferies.com/TrainVideo.shtml>. by Jeffery Corrick 08-62417

What the TCA means to me.

Aileen and I moved to Topeka from Kansas City when we finished our year as Chief Residents in Internal Medicine at KUMC. Joining a private practice was a very busy and quickly all-consuming task. Within 5 years I needed to get a hobby and not be a doctor 24 hours a day. When Christmas was coming up in 1993 or 1994, I decided that I should get a train for our two youngsters who were about 2 and 4 years old. As boys, we got hand-me-down Marx and Lionel trains from neighborhood boys and spent a lot of time playing with them. However, when we were in college, Mom gave them away to someone she knew with younger kids. I got a Lionel starter set for our children that Christmas and we set it up in the living room around the tree. Before Christmas came, we had more than one train already. I had the bug. I think that I learned about Ben Neill, who was the Lionel repairman in Topeka for 60 years from the hobby store where I bought the train. Ben was the first TCA member that I met and proved to be a major influence on my life and my burgeoning hobby. I would buy a used train and take it to Ben's to get it fixed. He would patiently show me exactly what needed to be done and how to do it and all the while only charged me for the parts he used. He invited me to the Kansas City train shows at the Reardon Center and suggested that I join the TCA. I also met Harry Corby who had Lionel and American Flyer Standard Gauge and was willing to sell me trains regularly. Other people who influenced my quickly growing train collecting hobby included Loren Kemp. All these men were involved in the TCA and were happy to help me in any way possible. As most of you know, my collecting trains became a bit of an addiction.

As soon as the Heart of America Chapter was started in Kansas City by Andy Dubill and Don Miller I wanted to be involved. Before I retired from medicine, I got a call from Lou Eggerding in Columbia who asked if I'd run for Ozark Division President. I didn't think I'd get elected and said why not. Our daughter was getting her PhD in Saint Louis at the time and going to meetings in Saint Louis was fine with me. I got to attend two National Conventions, Pittsburgh, Pennsylvania and Warwick, Rhode Island. I enjoyed that experience and was just getting used to the way things worked Nationally when my term expired. I'd consider getting involved Nationally again if the opportunity presents itself.

Over the years I have collected nearly all the TCA Quarterlies and I have read many of them. They are an awesome resource. I've made the pilgrimage to York for the Eastern Division's Train Show several times. What an experience. The National Toy Train Museum and Library are also fantastic. If you like trains, there is nothing like it. The people I've met in the TCA are wonderful and in retirement, fixing trains for other people is my favorite thing to do. I usually have more than I can get done, but the same as my mentor Ben, I still only charge for parts.

Dr. Brad Marples, HE95-41819, Past President, Ozark Division

Urban Renewal in Carrollton

We moved into our house in Overland Park, KS in 2003. It was nice home with a large unfinished basement. After some negotiation with my wife I was left with a 1000 sq. ft. trainroom. One of the features of layout was a small village called Carrollton (See right).

Hidden behind the back drop that defined the rear edge of Carrollton was a large helix that allowed movement of trains between the three levels of the layout.

Well, the helix was one of those ideas that looked good on paper but turned out to be an operational nightmare. The only way to access the helix was to crawl under the table or walk around through my work room. It seemed that every time I would have visitors, the trains would derail in the helix. The older I became the less likely I would crawl under the table or to walk around and leave my visitors. The helix had to go, and that space would be available to expand Carrollton by an urban renewal project in to New Carrollton. (See picture middle right)

I hope this will be the first of several articles about projects on the Dakota Southern Railroad. Over the years I have taken many pictures. I think some to the picture will make good articles.

The picture to the right shows Sam working on removing the backdrop that was behind Carrollton. Sam, the son of friends in our neighborhood has been working with me for many years. Although not a train fan, he has a high mechanical aptitude and loves working on the layout. Also, it is very handy to be able to send a kid into tight places or under the table.



After removing Carrollton, our first step was to construct a wooden frame that would eventually hold the backdrop. The frame does not need to be very strong. It is mostly constructed of 1" x 2" reclaimed lumber. The structure is screwed together with drywall screws and also screwed into the ceiling joist on the top and the layout on the table below.



I placed 1/4" hardboard over the wooden frame and taped and plastered the joints just like you would drywall. I paint the backdrops by using two slightly different colors of blue sky, The darker blue covers the bottom half and lighter blue on top. While the paint is still wet, I blend the top and bottom by brushing up and down in the middle between the two. The opening to the right is for a lift out section that will allow access the back of New Carrollton.



I spray painted the clouds with flat white spray paint (below left) using templates I purchased at a hobby shop. You can create interesting clouds by holding the templates at different angles and letting a little of the blue show through in different spots. I turn the template upside down (below right) and lightly spray light gray to form the bottom of the cloud.



We used both readymade buildings and kits. Our first kit project was to modify an Ameri-Towne Barrettsburg Tool & Die kit #941, to include Lionel's Archive Crate Loader Building (6-37964). I believe that I got the idea to include the Crate Loader in this configuration from an OGR magazine. The local hobby shop had the Crate Loader at a good price, so I had to have it.

If you look at the picture in the upper right-hand corner, you can see how the side wall on the short side was modified to accommodate the Crate Loader. We must have been gluing the walls of the building as you can see the various clamps used in the process. In a future article I will discuss the building process we used when we assembled the Midtown Hotel #942. I will also discuss the LED lighting and wiring techniques in a future article.

The middle picture shows the building and Crate Loader with the walls sprayed with a "stone" spray. The roof was sprayed with a semigloss black, the doors were painted brown, and the window frames painted a flat black.

We placed a Miller Engineering REA sign on the roof and the building down lights are LEDs.

This was fun project, more to come.

Don Miller 06-59842, Newsletter Editor.



Chapter Activities

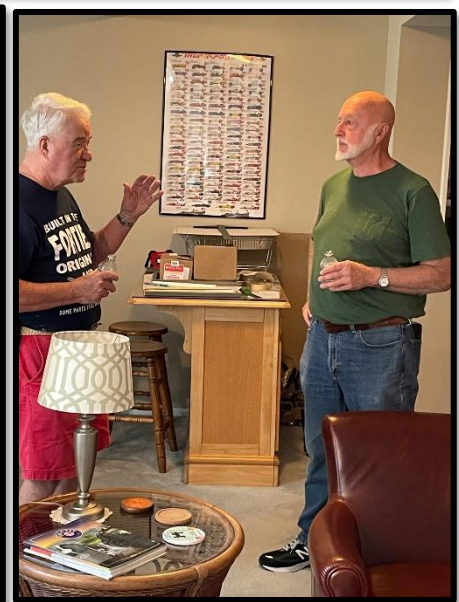
Gateway Chapter

We had a fun meeting last Saturday afternoon Sept 30th. Bryan hosted a layout tour. (See pictures on this page.) There was a lot of good fellowship, discussions about various aspects of trains and layouts, including printing 3D repair parts...and we ran trains for a couple of hours. Lionel vintage magazine ads, articles and newspaper articles were available for viewing.

We're still working on signing up for a venue for our next meeting, most likely in January 2024. Stay tuned for updates on the next meeting.



Jim



When a train goes through a tunnel and it gets dark, you don't throw away the ticket and jump off. You sit still and trust the engineer.

Corrie Ten Boom

Heart of America Chapter

The HOA Chapter had a layout tour on Saturday August 19th at Brad Marples house and train house in Topeka, Ks. and had a large turnout of members. (See pictures on this page.)

We are making plans for an annual meeting at the new Missouri Model Railroad Museum at 318 w. pacific avenue. Independence MO. On Saturday December 9th from 2:30 to 5:00 pm with a tour of the future museum building after the meeting.



Atlas Consumer Update

FOR IMMEDIATE RELEASE
October 3, 2023

Atlas Model Railroad Company, Inc. and MTH Electric Trains Announce Shared Asset Deal

Hillside, NJ-- Atlas Model Railroad Company, Inc. and MTH Electric Trains today announced a shared asset deal that will allow each company to use select models from the other company's O scale tools and molds to complement products being produced by each company.

The first of these shared assets will be passenger car tooling that can complement locomotives being produced by the other company. The program expands upon the sale of select MTH O scale tooling and molds in 2021 to Atlas and the incorporation of MTH's onboard locomotive Proto-Sound 3 sound system into select Atlas O scale locomotive releases that began in 2022.

Atlas' first product announcement utilizing the shared asset program will be unveiled in the October 2023 York Catalog later this month.

Products produced from the shared assets will be branded in the company packaging of whichever company is using the tooling and molds to complement that company's products. As an example, the production of streamlined passenger cars using the Atlas tooling to complement an MTH steam or diesel locomotive by MTH will be marketed, warrantied, and sold by MTH and packaged in MTH Premier Line boxes. The production of MTH passenger cars using tooling still owned by MTH to complement Atlas locomotives will be marketed, warrantied, and sold by Atlas and packaged in Atlas O Premier boxes.

"This is a great opportunity for both MTH and Atlas to offer our customers even more variety and choice," said Rich Foster, vice-president of sales for MTH Electric Trains. "We're excited to see what we can create together."

"This partnership is a win-win for both companies," said Jarrett Haedrich, COO of Atlas Model Railroad Company. "It allows us to offer our customers more of the O scale products they love, while also providing both firms better economies of scale throughout our production processes."

Founded in 1924 as Atlas Tool Company, Atlas Model Railroad Co., Inc. was incorporated in 1949 and produces locomotives, rolling stock, track, and accessories in N, HO, Z and O scales for its Atlas Master, Atlas Classic, Trainman, and Atlas O and Atlas O Premier lines.

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Train Related Activities in the Ozark Division geographical Area.

Edited by Darin Grant 11-65910, VP Ozark Division

October 14th, 2023: 26th Annual Swap Meet - Central Missouri Chapter of the TCA

Open to TCA, sponsor members at 9:00am, to the public from 10:00am - 3:00pm

Columbia Senior Activity Center

1121 Business Loop 70 East, Columbia, MO 65201

October 14-15th, 2023: Great Train Show

Saturday 9:00am – 6:00pm, Sunday 10:00am – 5:00pm

Wyandotte County Fairgrounds, 13700 Polfer Rd, Kansas City, KS 66109

October 14-15th, 2023: 32nd Greater St. Louis Metro Area Train Show

Saturday 10:00am – 4:00pm, Sunday 10:00am – 3:00pm

Meramec Community College Gym

Geyer Road & Big Bend, Kirkwood, MO 63122

Admission for adults \$10 all kids 12 and under are free!

Sponsored by the Mississippi Valley N Scalpers LLC

October 14th, 2023: Toy Train Show

Saturday 9:00am – 3:00pm

Grady County Fairgrounds

500 E. Choctaw Ave., Chickasha, OK

<http://www.ttos-soonerdiv.org>

October 19, 20, 21, 2023: York Train Meet Eastern Division TCA

York State Fairgrounds, 334 Carlisle Ave, York, PA 17404

<https://www.easterntca.com/>

October 21st, 2023: Model Train Show

Saturday 9:00am – 3:00pm

Washington County Fairgrounds

1109 N. Delaware St., Dewey, OK

Information – Vernon Guess 918-361-6084

<http://www.ReindeerPass.com>

October 28-29th, 2023: Wichita Model Train Show
Saturday 9:00 am – 5:00pm, Sunday 10:00 am – 3:00pm
Cessna Activity Center, 2744 George Washington Blvd., Wichita, KS
Info: <http://www.wichitoytrainmuseum.org>

November 4th, 2023: Sedalia Rails Train Show, Sedalia, MO

November 5th & December 3th, 2023, January 7th, February 4th, March 3rd, 2024 Chicago Great Midwest Trains Show
Show Hours 9:00 AM to 3:00 PM
DuPage County Fairgrounds, 2015 Manchester Road, Wheaton IL 60187
Adults \$7, kids under 12 free
For information call (630) 290-1962 or check out the Great Midwest Train Show Website

November 11th, 2023: Model Train Meet Gateway Division NMRA
Saturday 9:00am – 3:00pm
VFW Post 5691, 1234 Vandalia, Collinsville, IL 62234

November 11 and 12, 2023 Great Train Show
Saturday and Sunday, 10 am - 4 pm
Illinois State Fairgrounds - Springfield, Illinois
Admission \$12, Children 11 and under are always FREE, free parking

November 18th, 2023: Warr Acres Holiday Charity Model Train Show
Saturday 9:00am – 4:00pm
American Legion Post 12
6101 NW 50th St., Warr Acres, OK 73122

November 18th: Dupo Train Show
American Legion Hall
200 South 5th Street, Dupo IL 62239
Admission \$3, Children 12 and under FREE

November 19th, 2023: Lake of the Ozarks Train Show, Camdenton, MO

November 25 and 26, 2023: Great Train Show
Saturday and Sunday, 10 am - 4 pm
Gateway Center - One Gateway Drive - Collinsville, Illinois

Admission \$12, Children 11 and under are always FREE, free parking

December 2nd, 2023: Great St. Louis Christmas Train Show & Food Drive
Saturday 9:00am – 3:00pm
Immanuel Lutheran School, 9733 Olive Blvd., Olivette, MO 63132
Admission \$5 (\$4 with Non-Perishable Food Item), Children 12 and under free
Information – Jon Lundvall 314-239-7996 or jonlstrains@netscape.net

December 9th, 2023: TCA HOA Chapter Annual Meeting
Saturday, 2:30pm to 5:00pm
Missouri Model Railroad Museum
318 W Pacific Ave, Independence, MO 64050

December 9th, 2023: After the Storm Train Show
10 am - 3 pm
Arnold Eagles Club
1725 Jeffco Blvd. St. Louis, MO
Admission \$3.00, 12 and under FREE

December 10th, 2023: Mid-America Train & Toy Show
Sunday 9:00am – 2:00pm
KCI Expo Center
11730 NW Ambassador Drive, Kansas City, MO

January 27-28th, 2024: Great Train Show
Saturday 10:00am – 4:00pm, Sunday 10:00am – 4:00pm
St. Charles Convention Center
St. Charles, MO