

# OZARK DIVISION NEWSLETTER

## *“Celebrating the Magic of Toy Trains”*

[www.ozarkdivision-TCA.org](http://www.ozarkdivision-TCA.org)

### SPECIAL POINTS OF INTEREST:

- **Correction**
- **NKP “City of St. Louis”  
Blue Arrow**
- **Focus on Members:  
Liborius Ahrens 65-1148**
- **Golden Spike Ceremonies**

I am starting this Newsletter with a correction to the Winter 2019 Ozark Division Newsletter. The story about Glen Carbon, IL Railway Gateway had an error at the end of page one extending to page two. The last sentence on the first page should have read “The line was made up of three segments owned by different entities: from Peoria to Jacksonville, Jacksonville to Litchfield, and Litchfield to St. Louis and through many changes, the section from Litchfield through Madison to St. Louis became the Litchfield & Madison or the L & M.” Sorry for the inconvenience.

**NKP “City of St. Louis”:** The New York, Chicago and St. Louis Railroad aka as the Nickel Plate Road provided passenger train service between St. Louis and Cleveland, Ohio and later on to Buffalo, New York. More about this train later.

I was scrolling the You Tube looking for layout videos and came across some videos posted by JDStucks. He has posted a number of videos featuring his fantastic O Gauge layout. But what caught my attention was his video spotlighting a new release from MTH, the NKP “City of St. Louis Train #9” (The Blue Arrow) he recently purchased. The train is an uncataloged limited edition set produced exclusively for Stockyards Express in Oberlin, Ohio (440-774-2131 or stockyardsexpress@aol.com) by MTH in their Premier Line.

The set consists of an ALCO PA-1 #183 decorated in the “Blue Bird” paint scheme, Lackawanna Baggage Car #2097, two NKP Streamlined Coaches #103 and #107 and NKP Heavyweight Observation Car #5. There is an additional separate sale car, it is a Streamline Pullman Sleeper “City of St. Louis” Car #201. The train is decorated as it appeared after 1950. After watching his video of the train running on his layout I would certainly consider owning one, if still available.

The history of the New York, Chicago and St. Louis Railway Company dates from 1881 when the Seney Syndicate, headed by George I. Seney organized the company. The original proposal for the railroad was to build a 340 mile railroad west from Cleveland, Ohio to Chicago, Illinois with a 325 mile branch to St. Louis, Missouri. However, the plans changed, instead the NYC&STL purchased the Buffalo, Cleveland and Western which had already been surveyed from the west side of Cleveland, Ohio to Buffalo New York. The line ran parallel to the Lake Shore and Michigan Southern Railway operated by their chief competitor William H. Vanderbilt, later renamed the New York Central.

Construction began on the segment going east which resulted in the abandoning the plans for the branch line to St. Louis. Within 500 days the NYC&STL had a 513 mile single track mail line from Chicago, Illinois to Buffalo, New York. The first train ran the entire system in October of 1882. Shortly after that first train George Seney his

railway to William H. Vanderbilt. It wasn't until 1922 that the NYC & STL finally reach St. Louis, Missouri and that was after the railroad was bought and sold several times. The NYC&STL got to St. Louis by way of the purchase of the Toledo, St. Louis and Western Railroad also known as the "Clover Leaf Route". With this purchase they also gained access to the port in Toledo, Ohio. Under NYC&STL ownership the line became known as the Cloverleaf District running from Toledo, Ohio and St. Louis, Missouri. However Trains #9 and #10 entered and exited the Cloverleaf District at Frankfort, Indiana coming off of the Lake Erie & Western Division. Today almost all of the District has been abandoned except for a small portion running from Sorento, Illinois to Coffeen, Illinois where there is an open coal mine and served by Norfolk Southern. That line interchanges with the BNSF at Sorento. Another small portion of the line is owned by Eastern Illinois Railroad Company and operates from Neoga to Metcalf, Illinois.

Daily rail passenger service on the New York, Chicago and St. Louis Railway between Cleveland, Ohio and St. Louis, Missouri began in February 1928 as Train #9 west bound and Train #10 eastbound. The trains were nameless until October 1956 when Train #9 was named the "Blue Arrow" and Train #10 was named the "Blue Dart". Through my research I was unable to find any reference to a named train on the NYC&STL called the "City of St. Louis". However the Norfolk & Western had a named passenger called the "City of St. Louis" running between St. Louis and Kansas City.

West bound Train #9 departed from Cleveland, Ohio Union Terminal at 6:30 pm (EST) arriving in St. Louis, MO Union Station at 7:35 am (CST). East bound Train #10 departed from St. Louis, MO Union Station at 5:10 pm (CST) arriving in Cleveland, Ohio at 7:49 am (EST). Beginning in September 1930 direct service from St. Louis, Missouri to Buffalo, New York was offered running through Cleveland, Ohio connecting with Train #6 the "Nickel Plate Limited" departing at 7:59 pm (EST). The connection from Cleveland, Ohio to Buffalo, New York was eliminated in May 1942. West bound direct service to St. Louis, Missouri from Buffalo, New York was never offered.

It is sometime in the 1930's and I am traveling to Buffalo, New York and I have decided to travel on the New York, Chicago & St. Louis Railway. My ticket is for Train #10-6 to Cleveland, Ohio with a connection to Train #6 the "Nickel Plate Limited". My train is made up of a Baldwin Locomotive, heavyweight baggage car, a heavyweight dining car for food service St. Louis to Cleveland. Sleeping car from St. Louis to Cleveland is a heavyweight 8-section Observation/Lounge Car #101 with radio and a heavyweight coach with individual reclining seats. The section going on to Buffalo, New York consists of a heavyweight 12 section Drawing Room Car #69 and a heavyweight coach with individual reclining seats.

My ticket is for a Drawing Room in car #69 and when I get to my room the Porter has placed my suit case there. I feel a genital jerk and we are moving out of St. Louis Union Station on time at 5:10 pm (CST). It isn't long and we are on the river front trestle in downtown St. Louis. We pass the big steam plant just north of the Eads Bridge and soon we are crossing the Mississippi River on the Merchants Bridge into Illinois. The Conductor comes by to check my ticket, he tells me we should arrive in Muncie, Indiana on time, 12:23 am (EST) our first station stop. But we will first stop in Frankfort, Indiana to change locomotives. Our Baldwin locomotive will be cut off and replaced by a Pacific type locomotive. We will also leave the Cloverleaf District and join the Lake Erie & Western District. I guess I fell asleep and missed the locomotive change but I was awake when we stopped in Muncie.

I feel a slight jerk and we are on our way to the next station stop, Lima, Ohio arriving at 4:05 am (EST). We will make additional station stops in Findlay, Fostoria, Lorain, Rocky River (Lakewood) and on into Cleveland, Ohio. We arrive at Union Terminal on time at 7:49 am (EST). At Arcadia, Ohio our train joined the NKP District to Cleveland and on to Buffalo, New York. Two cars get switched to Train #6 "Nickel Plate Limited" departing Union Terminal at a little after 8:00 am (EST). We will have one station stop at Erie, Pennsylvania before arriving in Buffalo, New York at 12:40 pm (EST).

The New York, Chicago & St. Louis Railroad continued to provide passenger service on this line until March 1959. However, before that the railroad replaced their steam locomotives in 1948 with new ALCO PA-1's purchased in 1947. They purchased 11 PA-1's all painted in their "Blue Bird" paint scheme to be used on all of their passenger trains. In the early 1950's most of the heavyweight passenger cars were replaced by new lightweight passenger cars built by Pullman Standard. Passenger train service had been in decline as management began to restrict or eliminate services. Beginning in June 1957 operation of the Diner-Lounge was restricted to Cleveland-Lima. Food service was eliminated altogether in April 1958. In 1958 the railroad proposed the discontinuance, the railroad unions accused the company management of discouraging ridership by ending food service and replacing the new lightweight cars with old heavyweight coaches.

The enviable would occur, round trip passenger train service between St. Louis, Missouri and Cleveland, Ohio would be suspended and never to return. The final round trip would occur on Saturday, March 14, 1959 with the last Train #9 "Blue Arrow" arriving in the morning. The last Train #10 "Blue Dart" departed unceremoniously from Union Station Saturday evening to never return. The last train would consist of 4 deadhead baggage cars, an RPO/express car, a 10-6 Sleeper City of Plainville and a coach. The last train was not pulled by the famous PA-1 "Blue Birds" instead it was pulled by a black and gold striped GP-9 road switcher.

**Focus on Members:** This time we will focus on long time Train Collectors Association and Ozark Division member Liborius Ahrens 65-1148. Ozark Division President Don Miller met with Borie earlier this year at his home in Mexico, MO. Borie joined the TCA in 1965, more on that later, and is one of the few surviving founding members of the Ozark Division as he attended the first Ozark Division Train Meet in 1967.

With the permission of our President I am publishing portions of his report interview. "In 1948 he received a Marx train as a young child. His first Lionel trains came in 1949 and were purchased at the hardware store in Wellsville, MO. He really got into trains with the purchase of a Seaboard set in 1954. The Seaboard set contained, in addition to the diesel engine, a crane car with a work caboose and a pipe car. That was enough to send him over the edge and he really caught the train bug. He has a large post war collection, and at one time built Super O layout with over a hundred sections of straight track and 6 pairs of switches. He also has a considerable number of train movies. Unfortunately, downsizing to a home in Mexico forced him to box up all of his trains and put them into storage. He is currently considering selling his collection."

"Borie joined the TCA in 1965 during a visit to Overland Park, KS. His sister lived in Overland Park and while their he stopped in a hobby shop on Johnson Dr. where the proprietor convinced him to join. My research has revealed that Jim Riley owned the Hobby Haven store on Johnson Dr. in 1965. His first airline flight was to the 1965 TCA National Convention in Pittsburg, PA. It is interesting to note that this was the 11th TCA national convention. At that time, there were 1,062 members in the TCA and 27.3% of members attended the convention! Borie remembers buying his first 773 Hudson at the convention. In the subsequent years, Borie has attended several conventions and made trips to York."

"In those early days of building his collection, he purchased many trains from a dealer on the West Coast named Al Cox. Our visit brought back many memories for me of the mimeographed lists that Al would send out. Always you would have to send him an SASE, (Self Addresses Stamped Envelope). These were my high school years and I would pour over those lists, but could not afford anything except for a few parts. It seems very likely that Borie and I were looking at the same list. Borie remembers vividly buying a set of Wabash F-3s from Cox."

"Borie graduated from High School in 1958 and attended Quincy Business College in Quincy, IL. He spent most of his life farming with his dad and brother in the Wellsville and Martinsburg, MO areas. He and his brother had quite a large farming operation at one time. They owned and rented almost a full section of land. After Borie retired from farming, he drove a tour bus for a few years. Says he knows Branson like the back of his hand."

"Another interesting part of my visit with Borie was to learn of his other passion, collecting antique tractors and entering antique tractor pulls around the Midwest. He has been thinning his collection of antique tractors and now is down to 10."

"For you city slickers, a tractor pull is a contest in which a device, called a sled, is pulled. The sled is designed so that as it is pulled forward, a weight moves forward. This transfers the weight from the rear axels of the sled to the front pan, making the sled harder to pull as it moves down the track. Borie used his Oliver 88 tractor that was manufactured in 1950. There are many tractor classes for both new and antique."

Reprinted with permission, the entire interview can be found at the Ozark Division web sight, [www.ozarkdivision-TCA.org](http://www.ozarkdivision-TCA.org).

**Golden Spike Ceremony:** Our West Coast member and correspondent Ken Kelley attended the re-enactment ceremony of the driving of the golden spike commemorating the 150th anniversary of the completion of the first transcontinental railroad. He signed up as a volunteer to be part of the re-enactment held at the Golden Spike National Park near Ogden, Utah on May 10, 2019. You can go to [www.thirdrail.com](http://www.thirdrail.com) to view the videos he shot while there. I think his videos are great.

**Welcome Aboard:** Please welcome aboard the following new members to the Train Collectors Association residing within the Ozark Division: Tim R. Conway 19-74222, 1244 Hillcrest Field Dr., Chesterfield, MO 63005, 314-707-4553; Bob Crawford 19-74331, 7564 River Ridge Rd., Muskogee, OK 74403; Stephen Grant 19-74266, 2908 E. Henley Dr., Columbia, MO 65202, 573-673-1641; Thomas Scherrer 19-74357, 10594 Sunset Pines Ct., St. Louis, MO 63128; Christopher L. Sorth 19-74034, 2401 S. 13th St., St. Louis, MO 63104, 314-497-7990; Steve Stoecker 19-74257 (Trial Mbr.), 11613 Pennsylvania Ave., Kansas City, MO 64114; George Theodorakos 19-74149, 4012 S. Lindbergh Blvd, St. Louis, MO 63127, 314-753-0232; Barry Urech 19-74251, 1273 Big Bend Crossing Dr., Manchester, MO 63088, 314-346-6758.

**In Memoriam:** On behalf of all Train Collectors Association and especially the Ozark Division membership I would like

extend our sincere condolences to the families of Buddy L. Beard 72-4344; Carl Bogardus, Jr. 72-4368; Charles Bresett 69-2607.

**Future Events:** Please see the attached flyers for future events scheduled at the time of the publishing of this Newsletter for the Ozark Division and the various Chapters.

**Acknowledgements:** Special thanks to the Nickel Plate Road Historical & Technical Society Association and Trains Magazine with the NKP story.

If you have a story to share or want write an article I am always looking for something of interest to publish. You can send your story/article to me at [jonlstrains@netscape.net](mailto:jonlstrains@netscape.net) or to Ozark Division, 810 Windmill Dr., Ballwin, MO 63011.

Jon Lundvall, Editor

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**Mission Statement:** *"To develop an appreciation of and to preserve an important segment of history-Tinplate Toy Trains-through research, education, community outreach, fellowship, establishment of collecting standards, and to promote the growth and enjoyment of collecting and operating toy, model, and scale trains".*

**Central Missouri Chapter Heart of America Chapter St. Louis Gateway Chapter**