

OZARK DIVISION NEWSLETTER

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SPECIAL POINTS OF INTEREST:

- Great St. Louis Christmas Train Show & Food Drive
- Big "Northerns" of the Midwest
- Focus on members-Friedrich Gastreich

Good News: The Great St. Louis Christmas Train Show & Food Drive is back after a years absences. Mark your calendar now and reserve Saturday, December 4, 2021 for the show. As from years past the show will be held at Immanuel Lutheran School, 7733 Olive Blvd, Olivette, MO 63132. Please see the attached table reservation form for complete show details. You still have time to reserve your table(s). All attendees will be required to wear some kind of a face mask while in the buildings (school and church).

All TCA Ozark Division members are invited to attend the annual Ozark Division membership meeting to be held during the show. The meeting is scheduled for a 1 pm start in the School Library. Meeting agenda will include member nominations for new officers for the positions of Vice President and Secretary/Treasurer. The current Ozark Division Vice President Rob English will become the new Ozark Division President. The new officers will take over on July 1, 2022 which is a change from previous years. The Ozark Division Board of Directors approved a changed to the fiscal year to be consistent with the Train Collectors Association fiscal year, July 1 to June 30th of the year. As in the past your new officers will serve a two year term beginning from July 1, 2022 to expire June 30, 2024.

Big "Northerns" of the Midwest is the story about the railroads who used the big 4-8-4 Northern steam locomotives. Those railroads were the Missouri Pacific, St. Louis-San Francisco Railway (Frisco) and Chicago, Rock Island & Pacific Railroad (Rock Island). There were other railroads who used these locomotives who traveled through the Midwest. Also, Lionel featured these locomotives and railroads in their 2019 Volume II Catalog. The MoPac was represented by cab # 2202, the Frisco was represented by cab #'s 4500 and 4524 and Rock Island cab # 5100.

Let's look at the history of the "Northern" locomotives. The first locomotive was delivered to the Northern Pacific Railway in 1926. It was designed and constructed by American Locomotive Company for the Northern Pacific Railway. The 4-8-4 wheel arrangement was the evaluation of the 4-8-2 Mountain type locomotive and an example of "Super Power" concept in steam locomotive design. This allowed the use of a larger firebox that could be supported by a four wheel trailing truck, which allowed greater production of steam. The four wheel leading truck gave stability at speed and the eight driving wheels gave greater adhesion. The 4-8-4 arrived when nearly all design improvements had already been proven, including Superheaters, mechanical stokers, outside valve gear and the Delta trailing truck. The boiler rested on a one piece, cast steel bed-frames with integrally cast cylinders gave the strength and rigidity to use Roller bearings. In 1930, Timken Company used the Timken 1111, a 4-8-4 built by ALCO with roller bearings on all axels. The locomotive and tender demonstrated the value of their sealed roller bearings. Timken 1111 was sold to Northern Pacific where it became number 2626. Timken 1111 was also known as the "Four Aces".

The Northern Pacific Railway had a total of 44 big Northern locomotives in six classes built between 1926 and 1943. The first 12 locomotives were built by ALCO between 1926 and 1930. Baldwin built the last 33 locomotives between 1934 and 1943. The increased boiler size, together with the high axle loads allowed on mainlines resulted in the design of some massive locomotives, some weighing as much as 450 tons including the tender. The 4-8-4 was suitable for both express passenger and fast freight service. However, it was not suited for heavy drag freight trains.

Let's take a look at the models produced by Lionel appearing in their 2019 Volume II Catalog. The first one to look at is Missouri Pacific Railroad Cab # 2202 (L-2031230). The MoPac had a total of 40 4-8-4 Northerns made up of two groups. The first group of 25 locomotives numbers 2101-2125 were converted 2-8-4 Berkshires rebuilt between 1940 and 1942 in their own shops. These locomotives were given 75" drivers, greater boiler capacity, a cast steel engine bed and roller bearings on all axels. The second group of 15 locomotive numbers 2201-2205 were built by Baldwin Locomotive Works in 1943. These locomotives were delivered with 73" drivers. I am sad to report there are no survivors.

The St. Louis-San Francisco Railway had 25 4-8-4 Northerns built by Baldwin Locomotive Works between 1942 and 1943. Lionel has modeled Cab #'s 4500 (L-2031240) and 4524 (L-2031250). The first three locomotives 4500-4502 were built as oil burning steam locomotives in 1942 for Frisco passenger service. All three of these locomotives were painted in zephyr blue, white and grey paint scheme with "Meteor" spelled out on each side of the tender in bold, red letters. They were used for pulling the Frisco's crack *Meteor* train service. They also saw service pulling the *Texas Special*. When the *Meteor* was dieselized the locomotives were repainted into Frisco's standard black with gold striping and lettering and assigned to other passenger trains such as the *Will Rogers*. Locomotives 4503-4515 were also built in 1942 as coal burners and assigned to fast freight through out the Frisco system. The last 10 locomotives 4515-4524 were built in 1943 as coal burners and assigned to fast freight through the Frisco system. All the locomotives were delivered with 74" drivers.

In 1948, Frisco 4501 still in *Meteor* livery pulled Harry S. Truman's whistle stop tour train through the state of Missouri. As Frisco was dieselizing the locomotives were assigned to secondary passenger trains such as the *General Wood*. All the locomotives were out of operation by 1952 and put into storage. Today four of the Northerns are on display including 4500 at Route 66 Village, Tulsa, OK; 4501 Museum of American Railroad, Frisco, TX; 4516 Missouri State Fair Ground, Sedalia, MO; 4524 Grant Beach Park, Springfield, MO.

Lionel modeled Chicago, Rock Island & Pacific Cab # 5100 (L-2031210) which was in a group of 10 locomotives built in 1944. The Rock Island had the largest fleet of locomotives totaling 85 which was second to Canadian National Railroad in North America. The railroad took delivery of all their Northerns from ALCO beginning in 1929 thru 1946. As stated above 5100 was delivered in 1944 and that group of 10 were oil burners. The final group of 10 locomotive delivered in 1946 were all coal fired. All 20 of these locomotives had 74" drivers. Because of design's size and weight limited their operation to the Chicago-Des Moines, IA corridor, the Chicago-Dalhart, TX line, and the segment between Herington, KS and El Reno, OK. Later bridge strengthening allowed these heavyweights to pull freight and passenger trains to Denver, CO, Fort Worth, TX, Tucumcari, NM, and Minneapolis, MN. Ten of this large stud of Northerns received larger tenders, roller bearings and thicker drive wheels. These locomotives were the largest on North American railroads. No Rock Island Northerns were saved.

Today you may be able to see a few of these giant locomotives under steam; Norfolk & Western 611, Union Pacific 844, ATSF 3751 and Southern Pacific 4449.

Focus on Members: This series continues with President Don Millers' interview of Friedrich "Fritz" Gastreich a 50 year TCA member and long time Ozark Division member.

Want to find out about trains manufactured by Fleischman, Willmar, J. Krause Dorfan, Marklin, Bing, Karl Bub, Dressler, and East German manufactured trains, than Fritz Gastreich is your man. Fritz, who lives in Olathe, KS, has been actively involved in collecting toy trains and related paper for over 50 years.

Fritz received his first train for Christmas when he was two years old. (Perhaps that train was more for his Dad than Fritz). That train was a simple wind-up train. His first train that he remembers he received in 1946 was a Lionel Scout. Likely a 1655 die cast 2-4-2 engine. The war was over and toy trains were beginning to become available. Fritz remembers that not long after he received the train, he "wrecked it" by playing with the engine in a sand box. His father reacted to the "wreck" by vowing he would never buy another Lionel train. This accident started Fritz's long-term attachment to Marx trains. Fritz's interest in German trains began when he was 12 years old. He and his parents traveled to Germany to visit relatives in Bavaria. Since then, Marklin and several other German manufactures have become his interest.

Back in Kansas City, Fritz recounts that in his youth his mother would take the Indiana Street streetcar to downtown Kansas City. These trips would happen monthly as he and his mother would make rounds paying bills. Fritz remembers visiting big department stores such as Myron Greens. He especially enjoyed moving his tray down the stainless-steel serving line of their cafeteria. I wonder if Fritz would pick a piece of German Chocolate cake?

It was fun for me to visit with someone who had actually used the Kansas City streetcars. Kansas City was famous for having one of the most extensive streetcar systems in the country. Kansas City Public Service was formed in 1925 to consolidate 25 streetcar routes and over 700 cars from the various lines. Famous Kansas City developer J. C. Nichols, would usually include a streetcar line to serve his housing developments. Streetcar operations ceased on June 23, 1957. The last car is on display in the River Market area of Kansas City.

In the 60's and 70's Fritz's interest in trains was supported by several Kansas City hobby shop owners. Names he recalls of shop owners were Karl Troutwine, Norman Allen and Joe Faulk. He describes Joe's store as a large toy store with that mezzanine that was filled with trains. He credits Norman Allen and Karl Troutwine for introducing him to the TCA in 1971 and fueling his interest in Marklin trains.

Fritz has always been a collector and an operator. He worked for Sears for 30 years, the last 20 in Minneapolis, MN. He filled every corner of the basement of his Minneapolis suburban home with train layouts. Fritz commented that "I could run 19 trains at one time". His current home in Olathe, KS is no exception. His main layout is located in a finished room in his basement. It is a large "U" shaped layout with a lift bridge connection legs of the "U". One Marklin loop and one Lionel "O" gauge loop, each with multiple sidetracks circumvent the layout. Every inch of the layout is covered with trains and buildings. Some of the buildings are extremely rare European manufacturers. Display cases are mounted on two walls. Each display case is filled with a bewildering variety of mostly European trains.

Also, in this train room are several bookshelves filled with reference materials on European trains. Under the layout are three ring binder filled with information that Fritz has researched on all types of toy trains. Fritz is well known in the European toy train collecting world and is often called upon to research a rare find. He has also contributed articles and pictures to publications related to European toy trains.

Once I had thought I had seen it all, Fritz took me back into the unfinished part of his basement. On my right was a nicely detailed Marklin HO layout. Fritz built the layout to roll underneath his grandson's bed. With his grandson now in college, layout has been returned to Fritz's basement. On my left was an LBG "G" gauge layout. Three sides of this layout were flanked by display cases, all full of trains. Deeper into this basement room there is an "L" shaped Lionel layout. The track plan is a clever design of two loops that can run multiple directions through the middle of the track plan. Of course, the walls are covered with trains by Lionel, Marx and other "O" gauge manufacturers. He also pointed out a few unopened boxes that contain trains from his move 12 years ago. Those of us that have moved our collections understand the unopened boxes very well.

Fritz has also been a active volunteer. When he lived in Minnesota, he was docent at the Jackson St. Roundhouse in St. Paul. This former Great Northern facility is home to the Minnesota Transportation Museum. He would also bring Marklin layout to display during German Days in St. Paul. Moving to the Kansas City area, Fritz has been a volunteer at Union Station. Prior to the pandemic he worked two days a week. His responsibilities include maintaining the Station's Marklin layout and repairing Lionel engines.

Congratulations to Fritz for his 50 years of membership in the TCA and his dedication to our hobby.

As 2021 runs out and 2022 starts the TCA has three members within the Ozark Division who will be celebrating 50 years of membership; 72-4133 Michael Lonigro; 72-4737 Thomas L. Heabel; 72-4876 David L. Fleenor. Anyone who commits themselves to long term membership needs to be recognized. The Ozark Division has eight TCA members celebrating 25 years; 97-45073 Fred Klafta; 97-45190 Robert K. Boyd; 97-45265 John W. Howorth; 97-45601 Jan W. A. Brocker; 97-45811 Ronald E. Mottola; 97-46329 Lee Smith; 97-46330 William G. Robertson; 97-46355 Mike P. Lee.

Welcome aboard to the following new TCA members within the Ozark Division; 21-75197 Claire Saucier, 1498 High St., Washington, MO 63090, info@ironspike.org, 636-283-5166; 21-75226 Richard Tomanek, 4884 S. Sydney Ave., Springfield, MO 65810, tomanek@sbcglobal.net, 417-818-8706; 21-75236 L. J. Lambert, 839 Mellinger Dr., Salina, KS 67401, paulawl49@gmail.com, 785-201-8118; 21-75258 Patrick Berger, 6009 Bonds St., Shawnee, KS 66203, pjberger6@gmail.com, 850-260-2106; 21-75357 William Burgess, III, 3770 Brookfield Ln., Osage Beach, MO 65065, wdburgess53@hotmail.com, 816-344-7650; 21-75373 Michael Vaccaro, 950 St. Marie St., Florissant, MO 63031, wamv@swbell.net, 314-831-5772; 21-75507 Thomas King, 15111 Dutchmans Dr., Rogers, AR 72756, tomanddor@sbcglobal.net, 760-522-2172; 72-75532 Michael Canavan, 44 Lakeshore Dr., Garnett, KS 66032, michaelscanavan44@gmail.com, 301-852-8632; 21-75562 Nathan Muenks, 17824 Mueller Rd., St. Louis, MO 63038, nmuenks@gmail.com, 636-226-6442.

In memoriam, I am sadden to report the death of HR71-3625 John W. Ourso. Condolences to his family from his friends at the Ozark Division and the TCA.

On behalf of the Officers and Directors of the Ozark Division I want to wish all of you a Happy Thanksgiving, Merry Christmas and a Happy New Year. If your are traveling over the river and through the woods to grandmothers house this holiday season, please do it safely.

Jon Lundvall, Editor



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