

Ozark Division Newsletter

“Celebrating the Magic of Toy Trains”

www.ozarkdivision-tca.net

SPECIAL POINTS OF INTEREST:

- Great St. Louis Christmas Train Shoe & Food Drive
- Street Running
- Focus on Members—Lloyd Taaffe
- Springfield, MO Trip
- Memories of Johnston's Electric Train Shop

Happy Anniversary: Amtrak is celebrating it's 50th Anniversary this year. It all started on May 1, 1971 with the consolidation of all intercity passenger train service from 20 of the 26 railroads who were still providing intercity passenger service. The history of Amtrak dates from 1965 when the federal government passed the High Speed Ground Transportation Act. Today Amtrak is still a political hot potato and its future is always in jeopardy.

Good News: The Great St. Louis Christmas Train Show & Food Drive is back! Mark your calendars now for December 4, 2021 for the return of the show at Immanuel Lutheran School. Please see the attached Registration Form for all of the show details. I have kept in touch with our host at Immanuel Lutheran School and he advised the school has been open with just a few students staying at home and learning remotely.

It looks like things are starting to open up and with that personal safety is your responsibility so if you feel you need to wear a mask and social distance do it! You don't need government to tell what to do. Hopefully the Great St. Louis Christmas Train Show & Food Drive won't need to be cancelled again.

Street Running: This is a term used by railroads to describe operations when running a city streets. Street running is the routing of railroad tracks running directly

along public streets, without any grade separation. The tracks are embedded into the roadway, and the train must share the streets with automobiles and pedestrians. Street running trains travel at reduced speeds for safety and generally have the right away. Trains running on city streets present all kinds of issues with clearance being one of them and drivers who do not pay attention.

If you are planning a layout or making a change to your pike the addition of street running might just be the that unique scenery point of conversation. There are many resource books out there that will help with the construction of the street running scenery.

Let's take an imaginary trip around the Ozark Division looking for locals where street running of trains still goes on. I found some locations and let's get started with going to North Little Rock, AR, Arkansas Ave. The branch line tracks cross E. Lincoln Ave. which becomes Arkansas Ave. and travel to Ash Grove Cement where the tracks end. Then I went to Kansas City, KS to Railroad St. where the branch line runs between Shawnee Ave. and Kansas Ave.

I then returned to St. Louis where I found some street running in Old North St. Louis; 2nd St. from Bremen Ave. to Angelrodt St., Hall St. from Dock St. to Branch St. and 1st St. from Clinton St. to Biddle St. On the south side there is 3rd St. from Shenandoah St. to north of Barton St. South 2nd St. from Chouteau Ave. to Lynch St. and Dorcas St. from Busch Pl. to S. Broadway St. rail yard. Today these tracks see little use since Manufacturers Railway closed down in 2011. I then traveled out to Jefferson City, MO and found street running on W. McCarty St. from the U. S. 54 Hiway overpass to Bolivar St.. I have experienced delays waiting

waiting for slow moving trains to pass. I can't forget Kansas City, MO as there is street running on Stateline Rd. from St. Louis Ave. to 9th St. Oklahoma still has some street running but you have to go to Clinton, OK on S. 1st St.

It looks like the lines identified are sidings that are serving some industries and probably see little use today.

I would like to direct you to some You Tube videos where you can watch some street running. The first is Virtual Railfan at La Grange, KY which has the CSX mainline going down Main St. from S. 2nd St. to S. Walnut St. I understand CSX runs eight to 10 trains a day. Then there is Jaw Tooth who features trains in Ohio, Indiana and Kentucky with some street running. Off to Utica, New York for Railroading Rambler who shows off New York, Susquehanna & Western's 4 axel diesels working up and down the narrow Schuyler St. The tracks enter Schuyler St. Whitesboro St. and travel to Noyes St before exiting Schuyler St. Downtown Tampa, FL also hosts street running and to view that go to Railfan Aspen to see CSX in action on E. Polk St. from N. Ashley Dr. to N. Jefferson St. And finally there is downtown Oakland, CA at Jack London Square for mainline Union Pacific and Amtrak activity. Michael Loves Trains does a great job recording that activity along the Embarcadero at Jack London Square.

Focus On Members: In this Newsletter President Don Miller reports on his visit with Lloyd Taaffe. Don visited with Lloyd in the early Spring of 2019. Here is Dons' report. Lloyd Taaffe was the second TCA member that I visited that has a 50 year plus membership to the Association. Lloyd joined the TCA in 1959 and a founding member of the Ozark Division and the longest term member of the Ozark Division and a past President.

He and his wife, Norma, live in a beautifully restored mansion in St. Louis. They were able to find some early pictures of the home which was originally built in the late 1800's. Through their research they have faithfully brought the house back to its original glory.

Lloyd, a former tool and die design engineer, is a well known nationally as a collector. He has designated several rooms in both the basement and third floor to his collection. His interests are far ranging in both Post War and Pre War trains. To say the least, this is one of most impressive collections I have seen (and I have seen many). He also has the kind of mind that can recall the endless details associated with all his trains.

This year the Ozark Division has seven TCA members celebrating 50 years of membership; HR71-3554 David M. Dillingham, 71-3558 Martin T. Floyd, 71-3561 Mel Walbridge, HR71-3625 John W. Ourso, 71-3768 Friedrich O. Gastreich, HR71-3771 John W. Reed, 71-3966 Lane D. Gilmore.

Any one who commits themselves to a long term membership needs to be recognized. The Ozark Division has 11 TCA members celebrating 25 years; 96-42698 Harry G. Smelcer, 96-42753 David W. Bass, 96-43010 Kent J. Glovanovitz, 96-43027 Rodney Dreifuss 96-43303 Robert M. English, 96-43481 Larry W. Taylor, 96-43587 Jack Treiber, HE96-43643 Bob Anderson, 96-43695 Randall K. Drescher, 96-44020 Michael E. Clouser, 96-44160 James D. Johnson.

Welcome aboard to following new TCA members residing in the Ozark Division; 20-75127 Edward Schuessler, 23588 Tugue Rd., Wright City, MO 63390, 314-304-5424, edward.schuessler@me.com, 21-75151 Jim Bayer, 17740 Greystone Terrace Dr, Chesterfield, MO 63005, 314-368-2600, jimbayer1@gmail.com.

In Memoriam, I am sadden to report the passing of the following Ozark Division TCA members Condolences to the families of 92-36376 Robert E. Ermeling, 81-16679 Robert L. Schiber, 76-8729 Jack D. Hall, 81-16454 James L. Feser.

Springfield, MO Trip: In the summer of 2019 President Don Miller made a trip to Springfield, MO to meet and get to know some of our members. President Miller prepared a report about the trip and sent it by e-mail to the entire Ozark Division membership.

My host and tour guide Roger Wasson arranged for a tour of the old St. Louis-San Francisco Railway building in Springfield, MO. The railroad had two buildings in Springfield, the second one being built in 1964. The first building was built in 1910 at the northwest corner of Jefferson Ave. and E. Olive St. (310 Jefferson Ave.).

That "L" shaped building was constructed of reinforced concrete and brick walls. The building when constructed had 37,000 square feet of floor space within the four floors and basement. A 10-foot tall penthouse sits atop the building. The famous Frisco Railway (St. Louis-San Francisco Railway) coonskin logo is clearly visible on the front of the building above the front doors. Prior to the Frisco constructing their building at this site it was the home to Springfield's first school. The Center (later Central) School occupied a building on the site from 1867 to 1892 as a primary school, then as Springfield's first high school and from 1893 to 1908. That building was torn down in 1909 to make way for the new Frisco Building.

The building was home to the offices of the Frisco Railway until 1964 when a new building was constructed near Mill St. and Ingram Mill Rd. (3253 E. Chestnut Parkway). The addition of 400 Frisco jobs in Springfield necessitated the move. Springfield had been the communications and operating hub for the railway and at one time was both the largest employer and the highest taxpayer for Springfield. The famous Frisco coonskin image is visible on the front of the new building.

In 1966 the old building was renamed Landmark Building to commemorate John Polk Campbell's 1829 claiming of the property by carving his initials in the bark of an ash tree.

Membership Renewal: It is time to renew your annual membership to the Ozark Division as all memberships expire on December 31st of the prior year. Please complete the renewal application included with this Newsletter. To confirm your renewal, please include a stamped self-addressed envelope. Thank you for your continued support of the Ozark Division.

Johnston's Electric Train Shop: If you subscribe to *Classic Toy Trains* or have access to the February 2021 edition there is a story about the train shop. If you are older and from St. Louis you probably remember the store and or have a story about going there. I vaguely remember going there as a small child as the shop was pretty close to where we lived in the early 1950's. The Lionel trains came out at Christmas time and my dad always needed something.

It wasn't until the early 1970's that I was reintroduced to Johnston's Electric Train Shop. I was just getting interested again in electric trains and was looking for some equipment so I turned to the Yellow Pages of the telephone directory, you remember that don't you? I found their listing and went to the store on a Saturday morning. I was looking for a transformer, a ZW but they didn't have one but I did strike up a conversation with Mrs. Johnston as I was the only one in the store. I did wind up buying a VW transformer and made a number of trips back to the store. My last trip to the store was probably just before it closed for the last time.

Today that once proud train shop located in a building built around 1911 at 3118 Chippewa St. in St. Louis, MO has been converted to what appears to be a tenant occupied two family residence.

As I was getting ready to wrap up the Newsletter, I overlooked my interaction with street running railroading. I was in Michigan City, IN when I ran into street running first hand. No I didn't have an accident with a train but was surprised when I saw a freight train rambling down a busy 11th Street. The train was a Chicago, South Shore & South Bend Railroad freight train pulling several freight cars slowly down the street with the right away at all intersections..

Michigan City is the home to Chicago, South Shore & South Bend Railroad which is a Class III freight railroad operating between Chicago, IL and South Bend, IN. Today the railroad serves as a link between Class I railroads and industries located in northeast Illinois and northwest Indiana. The South Shore Line is probably best known for its passenger and freight overhead catenary electric interurban trains. The railroad used box cab electric freight motors to pull the freight trains and they used all steel MU cars for the passenger operation. The South Shore Line was also the home to three 800 Class GE 2-D+D-2 "Little Joe's" electric locomotives purchased in 1949 for freight service. They continued in service up to 1981 when the railroad dieselized for all freight operations.

Today the railroad is owned and operated by Anacostia Rail Holdings Company and is classified as a Class III railroad. The passenger operation was taken over by the Northern Indiana Commuter Transportation District in 1990 which runs commuter/passenger trains from the South Bend International Airport to the Millennium Station in Chicago, IL (southwest corner of Randolph St. and Michigan Ave.) seven days a week. I don't know if I would put a ride on the South Shore Line on my bucket list, but taking a ride on a Saturday morning in the summer time might be fun.

I was wondering if K-Line or Bachmann EZ Streets could be used for street running railroading? The straight sections only I don't think the curved sections would work, too tight. The EZ Streets would probably look more realistic especially the manhole covers. What do you think? You can reply to jonlstrains@netscape.net.

On behalf of the Officers and Directors of the Ozark Division I want to wish all of you a safe spring and summer especially if you are traveling. Please remember to follow the pandemic protocols at your destination. We hope to be seeing you at train shows.

Jon Lundvall, Editor

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