



Ozark Division 1st Quarter 2025 Newsletter

Welcome to the 1st Quarter Ozark Division Newsletter. I hope 2024 was a great year, filled with trains and camaraderie with fellow train collectors and operators. It is my hope that our Newsletter will cover the wide variety of articles related to operating and collecting. I try over time to cover the many aspects of the hobby, plus introduce you to the hard-working volunteers that help run the Ozark Division. In this issue you will meet our new Ozark Division Vice President, John Leyland. Also, included is the 2nd part of Rob English's Quarterly article on Lionel 255-260-263 prewar locomotives. But first a word from our Division President, Darin Grant.

Don Miller - 0659842 – Newsletter Editor



With summer approaching, the TCA National Convention is right around the corner. This year the convention is in Jacksonville, Florida from June 21st to 28th with plenty of things to do. I plan to attend this year to meet up with train collecting friends from across the country and enjoy the sunny Florida weather. The convention has a two-day swap meet, tours of local layouts and collections as well as trips to Daytona Speedway and the Kennedy Space Center and many other tours. I plan to spend some time visiting local train stores and some time on the beach too! Information on the events at the convention can be found online at <https://traincollectorsassociation.regfox.com/71st-annual-national-convention-jacksonville-fl> Please check it out to see what is available to do.

If you have not attended a convention before, consider giving it a try. Next year the TCA convention will be in the Dallas/Fort Worth area. Hope to see some of you in Jacksonville!

Darin Grant - 11-65910

Ozark Division President

John Leyland 15-71062 Vice President Ozark Division

A couple of weeks ago I had the opportunity to interview the Ozark Division's new Vice President, John Leyland. Typically, I start the interview with questions about the first train. Yes, John and his brother received a Lionel train when he was 4 or 5 years old. John describes it as a late 40s or early 50s Lionel "Hudson" set. The set consisted of a box car, flat car, caboose and engine. It was a Christmas present.

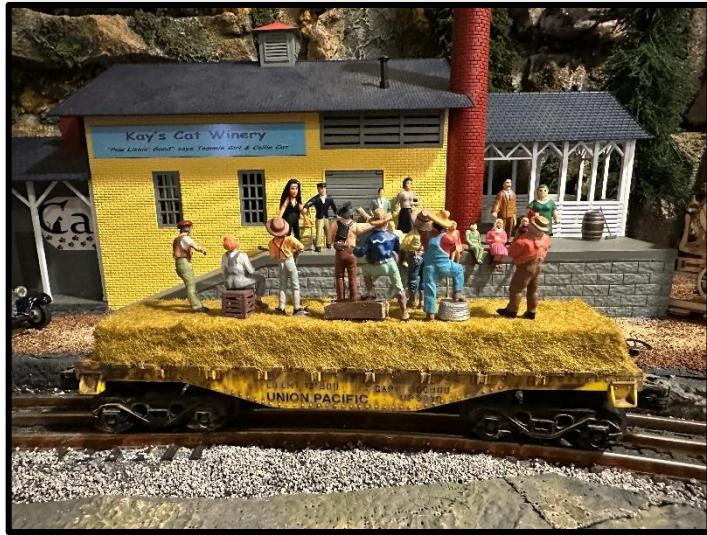
However, the story does not go as you would expect. After the Christmas presents were all put away, he and his brother wanted to continue to play with the train. So, they took it outside and played with it in the dirt. I can hear the collective groan of our readers as we all know what dirt does to the gears of an electric train. The vision of two little boys playing with the train in the dirt is somehow endearing. Probably worth an Angela Trotta Thomas painting. However, the train was ruined but it had done its job and planted the "toy train" seed in John's heart.

Years later John acquired an HO set. This train did not satisfy his desires. It was hard to get on the track and the horn hook couplers did not work very well. Later in 2000 he visited a hobby shop in west Des Plaines, IL. During that visit he saw several MTH Premiere and Railking locomotives that captured his imagination. The rest, as they say, is history.

After selling his tour company in Corpus Christi, Texas in 2011 he and his wife moved to Hermann, Mo. (wine country). At that time John wanted a train layout in which he could run long trains. Not having a lot of experience in layout construction, he bought a 30' by 9' layout from the New Jersey Hi-Railers. The New Jersey Hi-Railers have one of the largest and most famous 3-rail, Hi-rail layouts in the country. The layout was shipped to Hermann, Mo. and set up in John's basement. John added an outside loop so he could run multiple trains.



The layout features a "duck under" at one end. Track used is mostly Atlas and Lionel Fastrack. John has found that cutting outdoor carpet pieces to fit under the track substantially reduces the Fastrack noise. John considers himself both an operator and a collector of both MTH and Lionel. He also has found scenery creation extremely satisfying.



He also likes to run LONG trains.

A quick look at the pictures above shows that John has mastered the scenery process very well. The bottom two pictures reflect John's current environment in Missouri's wine country. The bottom pictures are called "Kay's Winery". I assume it is named after his wife. (Smart modeling tip).

I asked if he has a favorite railroad and without hesitation he exclaimed the Cotton Belt. He has fond memories of his grandfather working on the Cotton Belt. The St. Louis Southwestern Railway (SSW), better known by its nickname of "The Cotton Belt Route" or simply the "Cotton Belt" was a Class I railroad that operated between St. Louis and various points in the states of Arkansas, Tennessee, Louisiana and Texas from 1891 to 1980. The original line was a consolidation of several railroads acquired by financier Jay Gould. Formally organized in 1891, the road reached a peak of 2,115 operated route miles in 1981.

The Southern Pacific railroad had taken control of the SSW in 1932 and operated the SSW as a subsidiary until 1992 when SP consolidated the Cotton Belt's operations into the parent company. The SP was merged into the Union Pacific Railroad in 1996.

Named passenger trains run by the Cotton Belt included the “Lone Star” that operated from Memphis Union Station to Dallas Union Terminal. Also, the “Morning Star” ran from St. Louis Union Station to Dallas with a separate Memphis section. The Cotton Belt was one of the first Class I railroads to discontinue passenger service with the last passenger train running on November 30, 1959. (Credit to Wikipedia for Cotton Belt information.)



A quick internet search reveals that Lionel has made several models with the Cotton Belt Road name. Here are a couple of pictures. Notice the diesel in SP colors with Cotton Belt lettering on its side.

John has been active in several train collection organizations including LOTS, LCCA and TTOS. He joined TCA to attend the York Pennsylvania meet. He still attends York whenever he can since he joined TCA in 2015. Besides being our Division Vice President, John is also active in the Columbia chapter and serves as their liaison to the Division.

Prior to his retirement he and his wife owned a tour company in Corpus Christi, Texas. He did all the publishing for the company and at one time they were the largest Carnival Cruise dealer in Southern Texas. John also did all the creations of advertising for his company. He and his wife have 2 children, a boy and a girl. They have 8 grandchildren and 2 great grandchildren. One final thought that John would like to share. His advice is that you should find a person from whom you can seek advice for and mentor you in layout building and collecting. We welcome our new VP to the Ozark Board of Directors.

Lionel 255-260-263 Locomotives Part 2 of 2

By Rob English 96-43303

In the last article, we discussed loco and tender liveries and Loco frame Types. These will give the collector a head start when looking at a piece in order to determine “correctness.” The clear majority of collectors in the USA, want unmodified and non-touched up (paint wise) trains for their collections. This collecting mentality fits right in with the, “Keep the best, sell the rest,” notion that my Uncle Dave instilled in me. This installment deals primarily with changes to trim, plates, boiler fronts, motor types, and finally I hope to shed some light on the 255 variant.

The early 260 variants used copper and brass trim colors until the color change from black and dark “State” green to gunmetal. The locomotive and tender handrails, tender ladder, whistle, bell, cab window frames and air pumps were brass, and the domes, hatches, smoke stack, sand lines, feed water heater pipe, headlight bezel and journal box covers were copper. All handrail stations were nickel in color. The sand lines were run from each dome on the locomotive in a down and forward direction. This is incorrect, as one of those domes would house the throttle on a prototype locomotive, what would be termed a “steam dome.” We occasionally see nickel steam domes that are pushed for the sand line but not used. These were probably left over from early 255 and 260 gunmetal production. The 255 (gunmetal 260) and 263 variants always have nickel trim. It doesn’t matter if they are gunmetal or blue comet liveries. From stem to stern they are nickel. The gunmetal 255 and 260 variants followed, the sand lines were run from each dome on the locomotive in a down and forward direction variation, while the 263s always had both sand lines from a single dome, the sand dome, as it were, and oriented in a split forward and backward one to each driving wheel scheme.



Photo 1



Photo 2

Taking a look at how Lionel identified these locomotives, Photo 1 is a 260E in black and green. Photo 2 is a 255 in gunmetal. Photo 3 shows sander detail. Lionel put attractive, separately applied plates on the vast majority of their pre-WWII locomotives and rolling stock. The plates were etched brass or aluminum (commonly referred to as “nickel” plates) and more often than not, they had black lettering or a black background. For a time, Lionel identified the locomotives that were equipped with electric reverse with a brass plate that had red lettering. Such is the case with the 260 variants. Neither the 255 nor the 263s ever had



Photo 3

red lettered plates. There are, of course, exceptions as shown in Photo 4, which is a black lettered 260E. The boiler fronts also changed appearance about the time of the color change. The 260 and 255 variants always have a boiler front with flag staff pockets cast in to the boiler front at the 1 o'clock and 11 o'clock positions like the Standard gauge 390E. They also had two marker lights with celluloid lenses like the 392E or 400E, just above the pilot deck in the saddle area of the steam chest. Incidentally, this is a European affectation. American steam locomotives typically had their classification lights on the top front of the boiler front. The 263s mimicked this configuration with two red plastic class lights applied to the boiler front.



Photo 4

Using Greenberg's Guide to Lionel Trains 1901-1942, Volume II, O and OO Gauges, by Bruce C. Greenberg, PhD. as a guide, the 260-255-263 locomotives progressed through motor design and improvement concurrently with their electric outline siblings. The cream stripe 260 had a Type VII motor. The green frame 260 had a Type VIII motor, except in 1934, when a Type IX was installed. The 1935 and later locomotives used the Type 10b motor. The motors were treated to nickel plating on the chassis until 1934, 1935 and later had blackened chassis. The pendulum reverse

unit had raw brass or nickel plating. These locomotives experienced the obvious changes in coupler from latch, to Type 1 box, and eventually Type 2 box couplers. The wheels changed along with the motor design from red with nickel rim and tire, to solid black embossed spoke wheels with nickel tires only, to all solid black embossed spoke wheels with blackened rim and tires. Photo 4 is a black lettered 260E. Photos 5 and 6 show the boiler fronts.



Photo 5



Photo 6

I have a question for the readers. Is there a slot stamped into the boiler band in front of the cab on your 1935 260s? It has been reported to the author that some early 260s from 1935 have no slot and have a clipped e-unit

lever and a rotary sequencing switch in the cab (like the chugger or e-unit lock-out switches in the black and green 260s). I would like to investigate this and would like pictures sent to my email listed under the byline.

It must have really been something to unbox a fully loaded 260E in 1934. With spiffy new gunmetal paint, a chugger installed for simulated chuffing, a huge new twelve wheel tender that had a remote whistle on board, and a powerful motor controlled by an Ives designed, Lionel modified drum type e-unit... oh boy!

Last, but not least, we come to the 255. Why 255? Well, Lionel reduced the number of features by elimination of the chugger in 1935. Lionel was very sensitive to a model's brand equity, so they would not call it a 260. JLC was shrewd not to have to compare a chugger-less 255 head to head with a 260 equipped with one. They were cataloged together in 1935, but the 255 was lower priced and the problem of model brand equity was solved. Realistically, Lionel was shoe-horned into this 255 number as every number from 252- 262 was in use. 263 was already in use in the planning stages and the next available number was 266. Being higher than the 260 and 263, consumers would expect a fuller featured model, not less. So really, Lionel did not have any choice but to use the 255 number.

Regarding the scarcity of these locomotives, Lionel only produced a score of rare production items. I don't count prototype or one-off color samples, as these are not generally seen in the open market. Lionel manufactured in huge numbers. Some models reached a hundred thousand units in their production life! The 260 range was produced in Lionel's prewar heyday. Some variants are readily available in the secondary market today, almost 90-years after they were produced!

One such variant is the dark green and black 260, which is probably a two on a scale of ten in scarcity. Made in large numbers this variant is readily available. The Blue comet liveries are the next most common, probably a four in scarcity, followed closely by the gunmetal



Photo 7

263s, also a four. Next is the black with cream stripe which rates a high 4 (Photo 7). The gunmetal 260 is generally a five scarcity, with the exception of the 1934 dark gunmetal 260E/260T which rates a 6. In the end, the 255 is champion of the scarcity race, with an 8 rating because of the aforementioned frame issue.

To wrap it up, the 260 in all variants was the "Queen of the Ball" of the Lionel line for almost ten years. In the late prewar period, it was ousted by the 700E, and 763E locomotives. One can cover major variations of these engines with just five models or you can dive deep down the rabbit hole and collect 14 or 15 to cover the whole line.

The author would like to thank Bruce C. Greenberg, Glenn McComas, Orville Applebaum, and others for their proof- reading, advice and editorial prowess in this two-part endeavor. As always, I would appreciate reader input on production variations.

Chapter Activities

Gateway Chapter – Saint Louis, MO



First Friday Group

Gateway Chapter members continue to gather for coffee weekly. We have also sent a survey to our members to see what train activities they enjoy. The results will be completed in the 2nd quarter.

The recent Boeing train show was an occasion for the chapter to gather for fellowship.

Heart of America Chapter – Kansas City, MO

January 1, 2025 saw new officers and the board of directors assume leadership of our Heart of America Chapter. The new board of directors was elected or appointed at the Chapter's annual meeting held in December of 2024. New Chapter officers are Mike Bartley, President, Tom French, Vice President and Bill Rook, Secretary/Treasurer. Dwight Carmichael retained his position as Director and Darin Grant, immediate past Secretary/Treasurer, was appointed as a new Director. Dave Smith, immediate past President, is serving as advisor to the Board. The new Officers and Board of Directors would like to thank the retiring Chapter board for their assistance transitioning to our new leadership roles. Thanks to their help and guidance, the process has gone very smoothly.

Our first HOA Chapter event was held at the home of Dave and Kathy Smith on February 22. Approximately twenty-chapter members and their guests were treated to Dave's beautifully designed post-war layout. The star of the show, however, was Dave's

Dave Smith Tour



immense collection of primarily post-war Lionel and American Flyer engines, rolling stock, and accessories. Also included in his collection were many unique and historical train related items. It must be said that our first activity of the new year was a great success, and much thanks go to Dave and Kathy Smith for inviting us into their home.



Dave Smith Tour

Central Missouri Chapter

Our Hobo Joe train show on March 15 was a success! There were lots of trains running including a Lego layout. We will have our annual Open House on August 16 at our club house on Grindstone. Then, there's our big Central Missouri TCA Train Meet on November 22 at the Columbia Senior Activity Center.



Contributions to the Ozark Division Newsletter

Do you have a question or would you like to contribute an article for the Ozark Newsletter? If so, please look at the **Guidelines for submitting an article for the Ozark Newsletter**, found at the end of this Newsletter.

Contact me at olathedonm@aol.com. Please add Ozark Newsletter to your subject line, so I know it is not spam. We are always looking for new subjects to add to the Newsletter.

Finally, our president, Darin Grant has done a yeoman's job of bringing the Ozark Division website up to date. You can find the Ozark web site at ozarkdivisiontca.org

Train Related Activities

April 5th, 2025: Spring Train Show, Greater Tulsa Area
Saturday 9:00am – 3:00pm
Creek County Fairgrounds
17808 SH-66, Kellyville, OK 74039
<https://www.ttos-soonerdiv.org/train-shows.html>

April 19, 2025: Arkansas City Train Show
Saturday 9:00am – 4:00pm
Agri-Business Building 712 W. Washington, Arkansas
City, Ks.
shirlene.lebleu@wichitoytrainclub.org

April 24-26th, 2025: York Train Meet Eastern Division
TCA
York State Fairgrounds, 334 Carlisle Ave, York, PA
17404
<https://www.easterntca.com/>

April 25-26th, 2025: Spring Train Show, Broken Arrow,
OK
Friday 5:00pm – 7:00pm, Saturday 9:00am – 3:00pm
Ninowski Recreation Center
1367 West Kenosha, Broken Arrow, OK 74012
<https://www.ttos-soonerdiv.org/train-shows.html>

April 26th, 2025: Lake of the Ozarks Train Club Train
Show
Saturday 9:00am—3:00pm
Community Christian Church
1064 N. Business Route 5, Camdenton, MO 65020

May 10th, 2025: Marceline Train Show
Saturday 9:00am-3:00pm
124 E. Ritchie, Marceline, MO
<https://www.marcelinespringfestival.com/train-show/>

May 17th, 2025: Iron Spike Railroad Swap Meet
Saturday 10:00am – 3:00pm
Washington City Auditorium
211 High Street, Washington MO 63090
Admission \$8, includes same day admittance to Iron
Spike Museum

June 14-15th, 2025: Center of the Nation Model
Railroad Expo
Saturday 9:00am – 5:00pm, Sunday 10:00am – 3:00pm
Kansas State Fairgrounds
Pride of Kansas Building
Hutchinson, KS
<http://www.kansascentralmodelrailroaders.org/train-show.html>

June 21-28th, 2025: 71st National TCA Convention
Hyatt Regency Jacksonville Waterfront Hotel
225 East Coastline Drive, Jacksonville, FL 32202
www.tcatrains.org/national-tca-convention/

July 6-12th, 2025: Lionel Operating Train Society
(LOTS) Annual Convention
Hilton Garden Inn
1307 E. Market St., Akron, OH
<https://lots-trains.org/>

July 11-12th, 2025: Summer Train Show, Stillwater
Friday 5:00pm – 7:00pm, Saturday 9:00am – 3:00pm
Payne County Fairgrounds
4518 Expo Circle E., Stillwater, OK
<https://www.ttos-soonerdiv.org/train-shows.html>

July 21-26th, 2025: Lionel Collectors Club America
(LCCA) Annual Convention
Scranton, PA

August 3rd, 2025: Mid-America Train & Toy Show
Sunday 9:00am – 2:00pm
KCI Expo Center
11730 NW Ambassador Drive, Kansas City, MO

August 16th, 2025: Central Missouri Chapter TCA
Open House
Saturday 10:00am – 2:00pm
2002 Grindstone Parkway, Columbia, MO

August 23rd, 2025: Turkey Creek Train Show & Swap Meet

Saturday 8:30am – 3:00pm

Shawnee Civic Center

13817 Johnson Drive, Shawnee, KS 66216

<https://tc-nmra.org/TrainShow.html>

September 6th, 2025: Boeing Employees Model

Railroad Club Swap Meet

Saturday 10:00am—3:00pm

Greensfelder Recreation Complex at Queeny Park

550 Wiedman Rd. St Louis, MO 63011

September 19-20th, 2025: Ozarks Model Railroad

Association Annual Train Show

Friday 4:00pm – 8:00pm, Saturday 9:00am – 3:00pm

E-Plex East Hall

3001 North Grant Avenue, Springfield, MO 65803

<http://www.omraspringfield.org/>

September 20th, 2025: Pacific Eagles Train Show

Saturday 10:00am – 3:00pm

707 West Congress Street

Pacific, MO 63069

October 16-18th, 2025: York Train Meet Eastern Division TCA

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

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

November 9th, 2025: Mid-America Train & Toy Show

Sunday 9:00am – 2:00pm KCI Expo Center

11730 NW Ambassador Drive, Kansas City, MO

November 22nd, 2025: 28th Annual Swap Meet - Central Missouri Chapter of the TCA

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

Columbia Senior Activity Center

1121 Business Loop 70 East, Columbia, MO 65201

December 6th, 2025: Great St. Louis Christmas Train Show

Saturday 9:00am – 3:00pm

Orlando's, 4300 Hoffmeister Ave, St. Louis, MO 63125

December 6th, 2025: Holiday Train Show, Broken Arrow, OK

Saturday 9:00am – 4:00pm

Ninowski Recreation Center

1367 West Kenosha, Broken Arrow, OK 74012

<https://www.ttos-soonerdiv.org/train-shows.html>

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Guidelines for submitting an article for the Ozark Newsletter.

Write about something that interests you. As one of my professors taught me, “begin with end in mind”. So, take the time to plan the article. Another tip came from my High School Speech teacher when explaining the structure of a good speech was to “Tell them what you are going to tell them, tell them, and tell them what you told them”. Advice appropriate for an article as well as a speech.

I typically try for an article that is 4 – 5 pages long. That is an 8^{1/2} x 11-inch standard copy paper at 12 pitch lettering, including pictures.

Email your article to me at olathedonm@aol.com. I use Microsoft office and Word can open almost any type of file containing your article. I use “Arial” as a font style and start out with 11-point pitch letter size. However, fonts and any pitch size are easily changed, so I can use almost anything.

Pictures add much to the article. So, include as many as you can that support your article. I generally use .jpg files, but I can handle almost anything including Apple’s HEIC.

Videos are a plus. If you can send me an MP4 video I will upload it to my YouTube channel, and I will link it to the article. If you use your cell phone to shoot the video, please, please hold your cell phone horizontally not vertically. Video files are quite large and unless they are short cannot be emailed. If you have your own website and can upload the video to that site, do so and send me a link to the video. You can also send me the video via Dropbox software. If you have a cloud drive service, you can send links to let me download the video. Finally, you could always mail me a USB drive! (A note on video file types. I prefer MP4, but I can convert almost anything you send me.)

Newsletter Mission

Provide an emailed quarterly Newsletter to the Ozark Division membership. The Newsletter should include articles of interest to a wide variety of membership toy train interests. Also, it should include updates from each of the chapters, listings of train-related activities and contact information for the Ozark Board of Directors.