



OZARK DIVISION-TCA NEWSLETTER – SUMMER 2011

Volume 1 – Number 2

<http://ozarkdivision-tca.org>



Classic Trains Magazine was the inspiration for this short article. The spring edition featured a short article about the Keokuk Line, the last bastion of steam on the Wabash Railroad.

The Wabash was one of the early railroads to dieselize in the early 1950's except for the Keokuk branch line which ran northwest from Bluffs, IL, on the Decatur – Kansas City main, to Keokuk, Iowa. The Wabash kept a stable of Mogul 2-6-0 locomotives to service the branch line at the Bluffs yard even though by the 1950s EMD GP-7 and 9 diesels were the favored branch line motive power.

According to the Classic Trains article a bridge over the Illinois River at Meredosia, IL kept the 2-6-0 Moguls alive up into early 1955. The bridge was a seven span through truss structure with one swing span which could not carry the weight of the EMD's. The bridge was built in 1858 and in addition to the railroad it was used by wagons, motor vehicles and foot traffic until the mid 1930s when a highway bridge was built upriver. The bridge kept steam alive on the Keokuk Line, however, beginning in October 1954 there were only two Moguls left operating and they were making just cameo appearances operating only about 6 ½ miles to and over the Meredosie bridge. Wabash had built an engine spur where a diesel was stationed that would take the train on to Keokuk. The 2-6-0's would stay on the spur and take the train back to Bluffs on the return. In early 1955 Wabash killed the Moguls by leasing two Pennsylvania Railroad GE 44-ton diesels to run between Bluffs and the Meredosia spur where a larger Wabash unit was stationed. The operation lasted until November 1, 1959 when the bridge was taken of service and the 7.6-mile Meredosia-Versailles line was abandon. The bridge retirement was not a single event as the U. S. Corps of Engineers wanted both it and the mainline span at Valley City, IL removed as both had narrow openings for the navigation channel and barges would hit the bridge piers. The new Valley City Bridge was one of several big improvement projects started by the Wabash in the mid 1950's.

The first North American "Mogul" type locomotive built was for the Louisiana & Nashville Railroad in 1864. At the time it was the largest locomotive with more than 11,000 built between 1860 and 1910 by ALCO, Baldwin, Porter and other locomotive builders. They were generally used on freight trains but had enough speed to occasionally pull a light passenger train. Most North American railroads used them at one time or another. Today if you travel to Strasburg, PA, you can see and ride behind Strasburg Railroad number 89 originally built for the Canadian National in 1910. From my research there are several others that are operating in both standard gauge 4' – 8 ½" and narrow gauge 3 foot.

From the article Wabash historian Rob Adams stated the Wabash kept at the Bluffs yard five Class F-4 2-6-0 Mogul's built in 1899 by Richmond Locomotive Works 569, 571, 573, 576 and 587 (their original numbers were in the 700's) into 1952 for Keokuk branch service. 569 last run was in 1953 and she was scrapped in June 1955. 571 made her last run in August 1952 add was cut up in July 1953. In August 1954 587 made her last run and was cut up in September 1955. Wabash 576 was the last locomotive in service, surviving into early February 1955 and the cutting torch caught with her in June 1955. The 573 made her last run on January 28, 1955, but that summer the Wabash donated her to the Museum of Transportation in St. Louis where she reposes today.

The Wabash owned about 143 Mogul type locomotives in various classes and built by various builders. Their largest number of Moguls was in the F-6 class being numbered 801 – 866 built from 1901 through 1903 by Baldwin and Richmond Locomotive Works. The locomotives featured 63" diameter drive wheels, Stephenson valve gear, boiler pressure 200 psi, tractive effort 22,715 lbs, total weight of engine and tender 270,224 lbs and tender capacity of 6,000 gallons of water and 10 tons. of coal. Locomotive 573 that is on display at the Museum of Transportation is an F-4 built by Richmond Locomotive Works in 1899. The

locomotive features 63" diameter drive wheels, Stephenson valve gear, boiler pressure 195 lbs, tractive effort 26,594 lbs, and total weight of engine and tender 219,825 lbs.

I did some modeling research and found that the locomotive can be found in most popular gauges, G gauge, HO gauge and N gauge. It has also been modeled in brass; however, I could not find anything about the locomotive in S gauge, I am sure there is something out there. Lionel appears to be the first manufacturer who has mass produced the locomotive in O gauge first appearing in the 2004 Volume 1 and 2 catalogs in various road names including Wabash. The cab number on the model is 826 which would make it an F-6. The Wabash was not impressed with the F-6 performance and by 1917 most had been modified and their class was changed to F-7 which appears on the models cab. The Mogul returned in the 2005 Volume 1 catalog and again in the 2011 Volume 1 and 2 catalogs but without the Wabash.

I did a little day dreaming; I was back in 1946 standing along side of a lightly ballasted branch line in rural Missouri as a Wabash Mogul came trundling down the undulating right of way at the break neck speed of 15 mph. The train was light and made up of several freight cars and an old combine for those so few passengers; oh what a picture.

Convention Up-Date: "*Celebrating the Magic of Toy Trains*" is the theme for the 59th Annual TCA National Convention scheduled for June 23 – 29, 2013; so mark your calendars now, put those dates into your Franklin Planners and/or Blackberry's. The convention planning has been going on for little over 2 years and I am pleased to report that much progress has been made under the leadership of Don Hoelscher, General Convention Chairman. All of the convention committee's chairmen are in place and are working hard in their areas. Here are those chairman; Ed Holderle convention treasurer, Rob English registration, Hank Stoltz security, Larry Strassburger tours, David Osborn layout and Jon Lundvall facilities and banquet. Dennis James Co-General Convention Chairman is working to secure donations and fund raising.

A very favorable hotel room block has been negotiated with the Millennium Hotel, our convention headquarters hotel, located at 200 S. 4th Street, St. Louis, MO. Our goal is to have 500 or more TCA members register for the convention and that equates to probably a total attendance over 900 participates. Convention cars have been selected and approved. Larry is working on the tours and outside activities and I think everyone will be satisfied with those selections. The Millennium Hotel has enough space to handle 300 to 400 tables comfortably for the trading pits.

We are going to need Ambassadors – and that is you. I have had a number of members ask what they can do to help. One of the many definitions of Ambassador is "an authorized messenger or representative". I can envision helping with stuffing of the registration packets, helping man the registration stand. A local TCA member will have to accompany the tours, help with security during trading hour, and help with trading pit set-up and member unloading and loading, working the convention information desk and possibly having an Ambassador at the airport assisting arriving members. If you're interested you can "sign up now" by sending me an e-mail at jonlstrains@netscape.net and let me know what you want to do.

Fund Raising: There are going to be some convention expenses that the Ozark Division must bear that will not covered by the TCA National, one being the welcoming/opening night party. So to help off set some of the expenses the Ozark Division will be offering some premium items for sale the first of which is a limited edition Lionel Frisco TOFC car and trailer (\$69.95 plus \$9 shipping for the first car, \$3 for each additional car and MO sales tax rate 7.925%) decorated with the Frisco "coonskin" logo. Watch for Ozark Division convention apparel and accessories coming soon.

The next Ozark Division Train Show & Swap Meet is scheduled for Sunday, September 18, 2011, at the The Pointe, 1 Ballwin Commons Dr., Ballwin, MO. Show times 10am to 2pm; show opens to the public at 11am. Admission is free to all Ozark Division-TCA members who are in good standing and that includes one vendor table; available on a first come basis. Admission to all others \$3 per person. Additional tables are available at \$5 per table. Vendor space will be available on a first come basis at \$5 per table.

Great St. Louis Christmas Train & Food Drive: The Great St. Louis Christmas Train Show is just around the corner. It is scheduled for the first Saturday of December, December 3, 2011 at Immanuel Lutheran School, 9373 Olive Blvd, Olivette, MO. For more information about the show please see the attached registration form.

Earlier this summer we said good by to the Hobby Station located in downtown Kirkwood. Greg Krekler closed the store after serving the local hobby needs of the area for the past 25 years. As I am sure many of

you know this was a second career for him. After saying that we welcome two new train store, one open now and one that will be opening soon. Welcome Train Town, 9250 Manchester Rd, Rock Hill, MO located across from the Train Wreck Saloon. The store proprietors are Bob and John Tschopp and Mary and Terry Burns. Store hours; Tuesday - Friday 11 am to 7 pm and Saturday 10 am to 4 pm for more information call 314-716-2755. Opening soon will be Hobby Station of St. Louis owned by Greg Hake. Store is located 640 Crestwood Mall (formally Crestwood Plaza), St. Louis, MO. The store is located on the east end of the mall near Sears. In addition to trains he will be handling plastic models, Pinewood Derby, vintage toys, baseball cards and will be doing repairs. Greg hopes to open by September 1st; store hours daily 4 to 6 pm, Saturday 9 am to 5 pm and Sunday 11 am to 4 pm and for information call 314-239-8541. It is great to see that the entrepreneurial spirit is still alive regardless of the economy.

Welcome Aboard: The individuals residing within the Ozark Division have made application to the TCA:

Don Anderson 11-66415
8011 Clayton Rd.
St. Louis, MO 63117
anderson76@aol.com
314-727-7100

David Antrim 11-66290
11708 NW Hwy 45
Kansas City, MO 64152
dha@usa.net
816-298-6012

Dan Cropp
1107 N. State
Norton, KS 67654
wdoorz@att.net
785-877-5415

Marion Helton 11-66299
P. O.Box 159
Dover, AR 72837
mphelton@centurytel.net
479.331.2094

Mark Wahrenbrock 11-66456
2400 Hillshire Dr.
Columbia, MO 65203
mwmissouri@hotmail.com
573-446-2041

News from National: The individuals residing within the Ozark Division have been dropped:

Brian O. Davis 09-64096
Mike Higginbotham 98-48287
Martin S. Scherstuhl 81-16705

James A. Fortner 07-61589
Paul A. Hogan 01-53639
Elaine R. Zukowski 07-61594

William Heggarty 10-65313
David J. Kenyon 01-53586

If you know these individuals welcome them back to the Association.

Ozark Division Calendar: Train show dates for 2011 – 2012 listed below:

Sunday, September 18, 2011
The Pointe
1 Ballwin Commons Dr.
Ballwin, MO 63021
Sponsor – Ozark Division

Saturday, November 5, 2011
Knights of Columbus Hall
2525 N. Stadium Blvd.
Columbia, MO
Sponsor – Central MO Chapter

Saturday, December 3, 2011
Immanuel Lutheran School
9733 Olive Blvd.
St. Louis, MO 63132
Sponsor – Ozark Division &
Immanuel Lutheran School

Sunday, March 18, 2012
The Pointe
1 Ballwin Commons Dr.
Ballwin, MO 63021
Sponsor – Ozark Division

That's about all for now – watch for the story of Riss International in the Fall Newsletter. This is the ***“Worlds Greatest Hobby”*** and don't forget to ***“Support Your Favorite Hobby Shop”***.

Jon Lundvall
Editor