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Official Newsletter of the Gateway Division NMRA    www.gatewaynmra.org

Superintendent’s Desk

This will be my final column as your superintendent. I have enjoyed my time at the helm. However, I would be remiss if I did not say that the Division would not have functioned as smoothly as it did without the help of quite a few members.

First, I would like to thank Mike Thomas, your assistant superintendent, who was like a right arm. He took on the last two train meets we held at Trinity Lutheran and he has toiled untold hours so that the Division could prosper. I believe that we all owe him a great deal of gratitude for his actions.

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special RPO Issue to All NMRA Members
by Venita Lake, Membership Chair

About once a year, the Gateway Division sends out its quarterly newsletter, the RPO, to all NMRA members who reside in the zip codes covered by the division. This is it. If you are not already a division member or a Mid-Continent Region, we encourage you to participate at these levels as well. The $3 annual membership requires that you be a paid member at both the national and region levels. All division memberships run from July 1 through June 30. You will receive 4 newsletters and a membership directory, and, of course, the opportunity to share information with other local hobbyists. Each year members build a small portable layout to be raffled off. The layout gives members a chance to work together, learn about new products and new modeling techniques or learn from "the masters." And the money we raise helps to fund printing and mailing our newsletter.

We also have a fantastic website (http://gatewaynmra.org) that tells about our organization and forthcoming events, has hundreds of model photographs, and articles on numerous aspects of the hobby. The Gateway Division is sponsoring the next Mid-Continent Region convention in June 2004 as well as its Fall Meet and Train Show on November 1, 2003. Even if you can’t make it to all of our monthly meetings, we think you benefit from joining!

He did a very good job and always had the minutes available in a short time after the meeting.

Ken Thompson was very good at keeping the books. He kept us informed of our financial health and he did a good job at that. Moreover, I do not know of anyone who can ballast better than he. Whenever we showed the project layout he was there to sell tickets, and, if necessary, to glue down some ballast.

Other members were instrumental in the success of the Division over the last two years. Numerous members worked on the layout for the history museum. I do not believe that I have ever seen such good work displayed as on that layout. Everyone did their best on their building, in the detailing, and scenery. The people were outstanding, I think there were more people on that layout than all other layouts combined. It was truly a museum quality project.

We have donated all of our funds to a number of causes to promote model railroading. I am proud of the money that went to all of the groups from the Big Bend Club to the Railway Historical Society to the Museum of Transport. Perhaps we should be most proud of the money that went to the NMRA and the fact it was Gateway that came up with that idea, and Venita Lake in particular. It was a very generous thing to do for our parent organization.

I would like to thank everyone who helped make these last two years as successful as they were. You should all be proud of yourselves. I know I am proud of you all.

2003 Annual Fall Meet
by Mike Thomas

How do you …

How do you wind up with a layout you like? One that fits the space you have. One that does a good job of portraying your chosen prototype. One that’s not a struggle to operate, but not boring, either. How do you construct the scenery? Lay the track? What if there’s no kit on the market for a lineside industry you just have to model? How do you make the scene come alive? How do you populate it?

You can get some of the answers by reading the RPO and the Kibitzer and Scale Rails and MR and RMC and all the rest of the hobby press, but sometimes words on a page aren’t enough. Sometimes it helps to have somebody explain it to you, show you how, and answer your questions.

And that’s what we offer at the Gateway Division Fall Meet. We’ll have six clinics and two display layouts, as well as door prizes, swap tables, photo and model contests, and drive-it-yourself home layout tours.

Jack Stroker will talk about the Baltimore & Ohio and how to model it. Bob Johnson will offer his thoughts on what makes a layout a pleasure to operate. Dave Scharnhorst will share tips on how he built the MZ&D modular layout that will be on display. Jim Anderson and Dave Lyon will give a clinic on fundamental scenery techniques, and Chris Thies will explain the concept behind the new Free-Mo modular standard. Brad Joseph will demonstrate how he and his crew are assembling the latest Gateway Central project layout, this one in N scale. Jerry Smith will explain how he used common kits to model a lead smelter, and explain how the same process can be applied to any complex industry. And Rich Laux will teach you how to paint scale figures so it won’t look like you’re modeling a ghost town.

If you already have some good models, steam, diesel, passenger, freight, maintenance of way, lineside industry, o-line structure, bring it along and enter it in the popular vote model contest. You can even have it merit judged for an AP certificate. Or bring photos or slides of either prototype or model subjects for the photo contest.

You can save a little check-in time by downloading the contest entry forms from the Division website and filling them out in advance (link on right side http://gatewaynmra.org/trainshow.htm).

As always, we’ll have some great door prizes donated by manufacturers and by area hobby shops, but if your number doesn’t happen to come up, you can still make a purchase from the swap and vendor tables. And then you can close out the day by visiting some of the home layouts that members will have on display so you can see how others have brought all that knowledge together into a model railroad.

Gateway Division Fall Meet Saturday, November 1, 2003 Trinity Lutheran Church 14088 Clayton Road (just east of Highway 141) Chesterfield, Missouri 63107 (map and directions on website) http://gatewaynmra.org/trainshow.htm Admission $3.00 (children under 12 free)

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**Fall Meet Time Table**

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>9:00 am</td>
<td>Door open, contest room opens, vendor tables open</td>
</tr>
<tr>
<td>9:30 am</td>
<td>First clinic session</td>
</tr>
<tr>
<td>11:00 am</td>
<td>Second clinic session</td>
</tr>
<tr>
<td>12:30 pm</td>
<td>Contest room closes for vote tabulation</td>
</tr>
<tr>
<td>1:30 pm</td>
<td>Third clinic session</td>
</tr>
<tr>
<td>2:45 pm</td>
<td>Contest winners announced</td>
</tr>
<tr>
<td>4:00 pm</td>
<td>Home layouts open</td>
</tr>
<tr>
<td>8:00 pm</td>
<td>Home layouts close</td>
</tr>
</tbody>
</table>

**Clinics Schedule**

**9:30 am sessions**
- Bob Johnson, “The Essence of Operation”
- Jim Anderson & Dave Lyon, “Scenery Basics”

**11:00 am sessions**
- Jerry Smith, “Modeling Complex Industries: The Herculaneum Smelter”
- Dave Scharnhorst, “Building the MZ&D Big Bridge Modular Layout”

**1:30 pm sessions**
- Jack Stroker, “The Baltimore & Ohio”
- Rich Laux, “People Painting” (special hands-on clinic)
- Brad Joseph will be demonstrating construction of the Gateway Central XI project railroad (N scale) throughout the day.

**Special Contest Awards at the 2003 Fall Meet**

In addition to the first, second, and third place awards in modeling and photography categories, the Gateway Division has traveling plaques in special categories. These twelve-year plaques (because that is how many name plates fit on each) were first awarded in fall 1995 and are sponsored by area businesses and individuals. The winner gets to keep the plaque for a year and is expected to return it for the next contest, although in a few cases it has returned to the same entrant. A certificate is also presented and remains in the possession of the winner.

The Gateway Western Railway “Model Railroading” award is made to the best 1990 or newer rolling stock or locomotives of any prototype. Marvin’s Camera “Excellence in Railroad Photography” award, presented by this Metro East photo supply store, goes to the best photo in any category. WHGK Architects recognizes “WHGK Model Architecture.” And the “William F. Schumacher Spirit of Railroading” award goes to the model (engine, car or structure) featuring that special “railroad appeal.” These awards are judged either by representatives of the sponsors or appointed jurors rather than by popular vote.

**Figure Painting Clinic**

There will be a special hands on clinic on “Painting Figures” at the Nov. 1 Fall Meet. Since each participant will be taking figures and a painting kit with them, there is a small cost involved. The kit will include:
- (5) assorted HO figures
- a #5 brush
- (6) 1/2 oz. bottles of paint (Black, White, Flesh, Red, Blue, Yellow)

The cost of the kit will be $14.

Anyone interested in participating in this clinic needs to contact Mike Thomas at (314) 771-0680 to reserve your spot and order your kit in advance.

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**Building Rix’s “Helen’s Country Kitchen”**

Assembly tips and techniques for Smalltown USA’s “Helen’s Country Kitchen” HO kit #699-6012

text & photos by Richard Schumacher

Plastic structures offer a rich variety of building styles at very affordable prices, and they continue to improve in quality and detail. There are a number of very inexpensive kits that have wonderful detail and character, and will make a tremendous addition to your layout. The type of kit described here can be assembled in one or two evenings. Instructions for simple plastic structures by manufacturers such as Design Preservation Models (DPM), Smalltown USA (Rix), and Atlas range from overly simple to very helpful. Those in recently developed kits seem to be more comprehensive. Following the basic directions (trim the pieces, glue them together, paint if you wish, and add the windows) will produce a pretty good structure. A better building can be made, however, by planning ahead, using the right tools and supplies, applying multi-color paint finishes and weathering, and working carefully.

The building described here is a Smalltown USA “Helen’s Country Kitchen.” This is an inexpensive yet very nice kit, highly recommended for a beginner’s structure project.
To begin building any structure, first review the directions, any diagrams, and the parts of the kit. Visualize how the pieces will go together and how you wish to paint them. Consider ways you might individualize your building.

Useful tools include an X-acto knife, scissors, tweezers, files, side-cutting pliers or Xuron rail nipper, and a sheet of 100-grit sandpaper.

Remove the kit pieces from their sprues, and pins from backs of walls, with rail nippers. Make sure to leave the two pins at the top of the front wall in this kit (at the wall top, see below). The back sides of the walls should also be lightly sanded on a flat surface to clean up the remains of the pins you removed, and assure a good fit and to eliminate any gaps at the corners.

Test fit how the kit sides are glued together. This structure butts an edge of one piece to the back of an adjoining wall. The edges are slightly beveled for removal from the manufacturing molds, and they must be sanded square. This is an important step for kits with this type of corner construction as it prevents assembly problems and a very visible and unsightly gap. The Smalltown USA kits have a significantly smaller “bevel” than the DPM kits.

Smoothly (and lightly) sand off the bevel, test fitting to ensure the edge is square. Note that one edge usually is plain (for glue) and the other has molded-in detail. Don’t sand off the detailed edge!

Photos showing the truing of the walls required with DPM and Smalltown USA kits are in the “Basics of Building Plastic structures” article on the Division’s website. That article shows the construction of a DPM kit.

Assemble the four main wall sections with Plastruct plastic weld general plastic solvent cement. Adding the roof helps to make sure the walls are square. The two chimney sections are glued together, sands on the top and bottom to ensure those surfaces are flat, and then glued to the roof. Add tile cap sections to the top of side wall without windows.

I wanted a heavily weathered look for the brickwork on this structure. First wash the building with a couple drops of dishwashing detergent and water and allow it to completely air dry. I made a 40-60 mixture of Badger Model-flex 16-30 “Sand” and water. This was applied to one side of the building at a time with a Q-tip and allowed to dry (this takes only a few minutes). The mixture settles into the joints of the brickwork. Make sure to do all four sides of the chimney to match. Attach the front windows and door. Note that I raised the door and slightly trimmed the length of the corner post to allow a section of Walthers or Spectrum sidewalk to fit beneath.

I blended the building colors using weathering chalks. Your weathering, like the water which carries it in real life, flows from top to bottom. My favorite weathering chalk is the SMC-901 set by Stoney Mountain. One kit will do your entire railroad. Make sure to weather the roof, roof tile, walls, and over the decal signs. I left the doors and windows unweathered to represent a new paint job. Seal the chalk weathering with a light coat of Testor’s 1260 “Dullcote” clear flat lacquer overcoat. Chalk weathering effects are subdued by the “Dullcote” spray, you usually want to apply the chalk slightly stronger than your desired result.
Add the "windows" provided with the kit, which is a pre-printed color sheet covered in a glossy clear laminate to represent the glass of the windows. These are cut out on the dotted lines and cemented to the back side of the walls with Woodland Scenics “Hob-e-Tac” adhesive. This adhesive holds the windows in place on contact. Test fit the placement before applying the cement.

This structure was constructed for the St. Louis Central Railroad built by Division members for display at the Missouri Historical Society. Because this building occupied an “odd-sized lot” on the layout, Rich Laux created an adjoining patio eating area using a section of brick-textured plastic. He added two patio tables, a bench, trash bin, and numerous figures – details which “brought this scene to life.” Make sure to attend Rich’s clinic on figure painting at our 2003 Fall Meet.

Color high-resolution versions of the photos in this article may be viewed on the Gateway Division website at:
http://www.gatewaynmra.org/mhslayout/mhs-rix.htm

The “Basics of Building Plastic Structures” article may be viewed at:
http://www.gatewaynmra.org/structure.htm

Photos of the other structures on the St. Louis Central may be seen at:
http://gatewaynmra.org/mhslayout/mhsbuildings1.htm

**Aerotrain Restoration**

*by Ron Goldfeder, MOT Webmaster*

The cosmetic restoration of the historically significant Aerotrain in the collection of the St. Louis Museum of Transportation is well underway. This project was funded by a donation from the Gateway Division NMRA.

In the photo below, provided by the *Museum of Transportation - St. Louis* (www.museumoftransport.org), you can see the results of the many small repairs, new silver paint, and the application of the stripe. Although the restoration can’t make it run again (as the Rock Island kept the diesel engine, traction motors, and everything else they could use before donating the shell of the locomotive and two cars from the 10 car train to the Museum), it will make it look like it did when it ran on the Rock Island in Chicago commuter service.

This photo was taken about September 15, 2003. The Museum has made additional progress since then, starting restoration on the cars and attaching the front number on the loco.

For information on this, and other, restoration projects in progress, visit www.museumoftransport.org/projects.htm.

**Gateway Division Clinicians Wanted**

We still need clinics for upcoming meetings. If you know something other people don’t then you’re qualified to conduct a clinic. And if you don’t think you can fill an hour, we can pair you up with another short clinic for the evening. We especially need more hands-on how-to modeling workshops and more in-depth prototype clinics.

Call Mike Thomas at 314-664-0680 or 314-771-0680.
Forth and not often seen, is the ability to run your trains from a computer. Included in this is the ability to throw turnouts from your hand held throttle. This last feature is the one most loved by computer fans and electrical engineers who also happen to be model railroaders.

isolation of power and ease of troubleshooting. Control panels are located at each throttle location and are lighted to indicate turnout selection. Blocks are numbered and referenced on the control panels. The system is simple to learn and operates without trouble. If an engineer does manage to send a locomotive into a turnout that is not correctly lined, either it stops due to not having power, or there is a short. In the case of a short it is a simple manner to find the problem by shutting off the blocks until the short disappears.

I am happy with my current system and see no need for change. I have 49 diesels and 10 steam locomotives on my roster, so in addition to a new power supply and booster, there is the cost of adding decoders to perhaps 59 locomotives.

DCC Features and Benefits
To be fair, there are benefits to DCC and the new advanced technology. First and most often touted, is the ability to run multiple diesel or steam lash ups and keep them pulling together. Second is the ability to run 100 locomotives on one throttle. Third is realistic sound. While this is available on new units, it is still not a standard feature and is an added cost if you want to upgrade. It is also no longer a unique feature to DCC as Broadway Limited now offers very realistic sound for an ever expanding line of analog/DCC locomotives that are reasonably priced and have the ability to determine if they are on a DCC or analog system and operate accordingly.

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Benefits of DCC
The ability to run multiple units is indeed a good feature. This alone is a valid reason to choose DCC. But consider your situation. Do you have a large layout with steep grades [3% or more] and the ability to run 30 car freights? If not, then why do you need this capability? If you are planning a small layout, why do you need this capability? How many multiple unit sets are you going to run on a bedroom size layout?

Another benefit claimed by DCC fans is the ability to run 100 engines on one throttle. This is to me a good example of the old German boast “We have the Technology!” Who in the world has the need to run 100 locomotives? Also consider that after you use your DCC throttle and want to release the engine so someone else can operate that same engine, you need to delete it from the hand held control. So once again we are faced with a lot of capacity we do not need.

Realistic Sound
Sound has been a major bragging point for DCC since the start. We are just now starting to see DCC locomotives with sound added as a standard feature. But guess what? … a firm called Broadway Limited has created a very realistic sound system for analog / DCC locomotives called quantum Sound. Go to the web site and hear the demo on steam or diesel. I was so impressed that I ordered two diesels for show and tell on my layout.

Plug and Play Part 1
If there ever was a bigger marketing scam I don’t remember it. The ability to purchase an electronic system in pieces and apply it to your existing large layout without the help of knowledgeable electronic people and a period of re-wiring and troubleshooting is pure fiction. This is like some Hollywood movie fantasy. If you have allowed someone else to wire your layout; if you have allowed others to fool with the wiring on your layout; if you do not have a clue as to the wiring logic on your layout, then plan on starting from scratch with the DCC wiring.

Get the big book on DCC [better wait for the second or third edition because this technology is still emerging]. Also you best have an electrical engineer on call for the “plug” part of “Plug and Play” because you are going to be “plugging” for a while before you can “play”. Reliable wiring is a requirement for any type of control. Go back to the basics and review. Poor solder joints, dirty wheels, incorrect wire size and just plain poor workmanship are the main causes of poor performance with either Analog or Digital control.

Plug and Play Part 2
Simple wiring has been claimed as a benefit of DCC. This is only partially true. The wiring is indeed simple if you are building a small layout. But wiring a small layout with Analog control is also simple. When the size begins to grow to that of a basement layout, then additional electronic factors come in to the picture. There have been some very good articles in Model Railroader regarding electromagnetic interference and the need for DCC boosters as well as isolated bus wires on larger DCC systems. The end result is a more sophisticated system requiring a savvier person electronically. If done correctly these larger systems do work, however the average person with basic electrical knowledge will need a “DCC go to” person for trouble shooting when trains stop running.

Reliability
This brings us to reliability. The Museum of Science and Industry in Chicago Illinois recently spent a record 3.5 million dollars on a new HO train layout that runs continuously during museum hours. What type of control do they use? Not DCC, but industrial electronics and no digital command control.

This tells me that the systems available to you and I are made to sell at a price that we can afford, therefore components have been selected to achieve a balance between cost and performance. It also tells me that DCC systems available today are still being field tested by the customers.

It is not unusual for a company to design something with a specific end user price goal, and then market that product, working out the problems as feedback is received from the end user. This is why they invented the term “upgrade”. Speaking of upgrades, I have never had MRC contact me and offer an upgrade on any of my analog throttles. I think the oldest one is from around 1975. I have never had one fail and they still cost less than anything in the digital line. In addition to this, they are also going ever more sophisticated and powerful. The top of the line MRC remote tethered throttle goes for about $200.00.

Run Your Trains From Your Computer
OK, apparently there are some people out there who actually want to sit in front of a CRT or Laptop and run trains. So be it. I am the last person to throw rocks at another’s hobby. Just remember that reliable wiring and all the other previously mentioned stuff is still required before you can hit “enter” and make trains run. The interface between the computer and the model railroad is still critical to successful operations. To steal a phrase from the computer people “garbage in garbage out”. I think the ultimate irony is the person running a steam era railroad from a computer terminal … No, maybe it’s running a narrow gauge steam era logging railroad from a computer. One last thing, don’t get me started on this capability? How many multiple unit sets are you going to run on a bedroom size layout? Just get the big book on DCC [better wait for the second or third edition because this technology is still emerging].
MCoR 2004 Convention

Plans are being made for the Mid-Continent Region 2004 Convention. The Gateway Division will be sponsoring the annual Mid-Continent Region Convention to be held from Thursday, June 3 through Sunday, June 6, 2004. Plans are in the preliminary stages, so you can't register yet—but mark your calendar and keep an eye on our website (www.gatewaynmra.org) or watch the Caboose Kibitzer if you are a Mid-Continent Region member.

Here are the basics of what is planned so far:

**Gateway Getaway 2004**
Mid-Continent Region Convention
Gateway Convention Center
Collinsville, Illinois

**Registration**
Information and forms will appear in the winter issue of the Caboose Kibitzer and will be available on the www.gatewaynmra.org website sometime before then. Fees for NMRA members (primary registrants) will be $25 before April 15 and increase to $30 after that date. Non-NMRA members will be assessed $30 (and encouraged to join the organization)! Fees for spouses of primary registrants and children 13 and above will be $5 each. Children 12 and under may attend free of charge but must be accompanied by a registered adult at all events. The banquet and bus tours will be extra-fee items. Space may be limited, so early registration for these events is encouraged!

**Clinics**
On numerous aspects of model railroading will be offered beginning Friday morning and continuing through Saturday afternoon. Contact Mike Thomas or Rich Lake if you are interested in presenting a clinic (clinics@gatewaynmra.org).

**Model and photo contests**
In the usual categories will be judged by NMRA standards. Award plaques will be given for first, second and third place, so plan on entering often. In addition, popular votes will select a best of show in three categories: (1) photos, (2) structures and dioramas, and (3) rolling stock and motive power. The Narrow Gauge Light Iron Award, offered for the first time during the 2003 MCoR Convention, will be presented to the model entry that most exemplifies the spirit of narrow gauge railroading.

**Door Prizes**
Will be awarded to convention registrants. Individuals or manufacturers who wish to make contributions should contact the convention chair.

**Silent Auction**
Will be as big as convention attendees make it. Bring your excess items (if there is such a thing) and look for bargains. Watch this space for procedures for buying and selling items.

**Layout Tours**
Will begin Thursday evening with layouts in Illinois. These drive-yourself tours will continue on Friday evening and Saturday afternoon in Missouri, and may include some layouts open on Sunday for you to visit as you head home.

**Prototype Tours**
It's too early to provide specifics on where these extra-fare tours will go. Bus tours will be scheduled for Friday and Saturday.

**Banquet Meeting**
Will be held Saturday evening at the Convention Center. The catered buffet will be $25 extra fare.

**Train Show**
Open to the public will be held at the Gateway Convention Center in Collinsville, Illinois, on Saturday and Sunday. Vendor tables will be available for $15 each with additional fees for electrical and telephone connections. Not-for-profit/no sales organizations should contact the convention chairman about the possibility of available space.

**Hotel reservations**
Information on registration at area hotels at special convention rates will be listed here soon. All reservations should go through the Collinsville housing bureau for $15 each with additional fees for electrical and telephone connections. Not-for-profit/no sales organizations should contact the convention chairman about the possibility of available space.

**Is Your Layout on the Web?**

by Venita Lake

The Gateway Division’s popular web site at http://gatewaynmra.org lists names and descriptions of area layouts and includes some photographs. If you or your club has a layout, even the beginning stages of one, we would like to include you. To check out this feature of our web site, go to the home page given above and select “Around Town” and then “Directory of St. Louis Model Railroad Layouts,” or directly to http://gatewaynmra.org/layouts.htm

But here’s the rub: Most of these were written for the 2001 NMRA National Convention. Some of them are out of date or just dated or they layout is much improved or totally gone. We need to know! We would like to revise this part of the web site, separating those “public” layouts, whether they be at the Botanical Garden or open to visitors on a fairly predictable schedule, with or without an entrance fee, from those “private” layouts in homes where visitors are welcome by invitation only.

Our web contact address gets several inquiries every year asking about possible layouts to visit. If you know of clubs or other venues we can list, we need to know. We would like to have information on any or all of these items that may be of interest to others: Owner name, railroad name, scale, approximate size, era, special features, publications that may have featured the layout. If your layout has a web site of its own, we will add or link it at the webmaster’s discretion. Photographs must be of high-quality (good lighting, sharp with good depth of field, visually interesting with a strong central subject). We can scan slides or prints. Digital photos need to be in a 1024x768 or better original resolution with no compression (send the original file from the camera, not an edited or compressed version), and we need a photographer credit for each photo. Try to avoid dating your copy; for example, Jim Anderson started his layout eight years ago—but when was this written?
Submit information by e-mail to Venita Lake at vlake@mindspring.com and to Richard Schumacher at webmaster@gatewayynmra.org
Or mail it to Venita at 5851 Waterman Boulevard, St. Louis, MO 63112-1515.

Division Minutes
Recorded by Dave Bartz, Clerk

Gateway Division Meeting Minutes for June 16, 2003

The meeting began with a clinic by Dave Lotz on the history of passenger cars.

Landmark dates and events in American rail passenger travel:

- December 25, 1830: the Best Friend of Charleston pulls the first scheduled passenger train.
- 1833: Camden & Amboy introduces coaches with walls and windows.
- 1869: George Pullman’s first car, an open vestibule wood car with tie rods and flat roof.
- 1868: Pullman’s DeLmonico is the first dining car; previously, trains would stop for meals at a depot. Passenger trains rarely ran overnight.
- By the 1870’s the South Pacific Coast Railway cars had clerestory roofs for improved ventilation and light.
- By the 1880’s passenger cars had evolved into very fancy “varnish;” still wood, but with 6-wheel trucks for a smoother ride, closed vestibules, pinstriping, and glass lights in place of canvas.
- 1910-1920 all wood cars had been replaced by steel cars; clerestory roofs had vents instead of windows.
- 1930’s: Air conditioning of passenger cars becomes common; the air duct shows as a “bubble” alongside the clerestory for part or all of its length. With air conditioning came sealed windows.
- Generally, passenger car styles up to 1930’s can be characterized as Pullman-style in most of the country, with Harriman-style cars found mostly on western roads and “American Flyer” style cars, which were more streamlined, in the northeast.
- Self-propelled passenger cars have a parallel history, beginning in 1870 with a steam (4-2-0) motor coach with combine. The 1920’s saw Huck gas-mechanical railcars, and gas-electrics were popular from the 1930’s to the 1950’s; (CB&Q had 85 gas electrics, and ACF Motorsailers, built in St. Charles, ran on the MoPac and Illinois Central).
- Also introduced in the 1930’s were streamlined unit trains, such as Burlington’s Zephyrs, Union Pacific’s M-1000, and GM’s Aerotrain.
- At the height of passenger train travel, a full consist would be baggage cars, mail storage cars, Railway Post Office car, chair cars, diner, 1st class (parlor) cars, sleepers, and the observation car. Roads competed for passengers by offering views from vistadomes and sky-top cars, hi-level and bi-level cars.
- Amtrak began with a “Heritage” (leftover) fleet, and acquired Metroliners in the northeast corridor, Amfleet cars for much of the country, Superliner (bi-level) cars for western routes where clearances allowed, Viewliners with oversized windows, and experimented with Talgo pendular cars and now has Acela high-speed cars running from Washington, DC to Boston.
- Thanks to Dave for sharing this information.

The business meeting began at 7:55 pm and was opened by Superintendent, Bob Amster.

Visitors: We welcomed Bob Freis, of McLeansboro, Illinois to the meeting.

Minutes: Hank Kraichely moved to accept the minutes with correction of two typos (Dave Lotz; Old Business). Jim Anderson seconded. Approved.

Treasurer’s Report: There was no report due to Treasurer Thomson being out of town.

Old Business

AP Awards: Jeremy Jantzen has earned the Gold Spike Award. At the Regional Convention in Oleatha, 64 of the 65 models entered for merit judging were awarded certificates of merit.

Missouri History Museum Layout: Because the Belleville Labor and Industry Museum was unable to make room for the layout, Brad Joseph has purchased the layout and will display it in the Joseph Chrysler Dealership Showroom. The Division offered its appreciation to Brad for doing so.

Gateway X Project Layout: The layout will be brought to the July Gateway Division Meeting at Trinity to serve as the monthly clinic and to try and complete all unfinished areas. Some uncertainty remains about the whereabouts of one or two of the completed buildings. The raffle and drawing for the layout will take place at the Museum of Transport during the first weekend in October.

Metal Wheel Sets: Hank Kraichely reported that J.B. Manufacturing remains in business; problems with J.B.’s telephone service led to mistaken concerns that it may have closed its doors. J.B. has sent us 400 36” diameter metal wheel sets as recompense for their delivery difficulties, although they still owe us 1,500 of the original 6,000 33” wheelsets we ordered. Delivery of the remaining wheelsets is expected soon.

Fall Meet: The Gateway Central XI project layout will be displayed at the Fall Meet; Brad Joseph, GCXI chair, reported the layout will be based on a design published in Model Railroad in 1993 and will feature DPM building kits. Hank Kraichely noted that the Fall meet layout tours will be held Saturday evening this year, instead of Sunday afternoon as last year.

2004 MCCR Convention: The convention will open the evening of Thursday, June 3, 2004 at the Gateway Center in Collinsville and run through Saturday, June 5; the Train Show held in conjunction with the convention will be Saturday and Sunday.

Gateway Division Challenge Grant: Bob Amster reported that Challenge Grant is a done deal; paperwork has been signed by Gateway Division President; Larry Alfred, Vice-President; Keith Landis, Secretary; and Ken Thompson, Treasurer.

Through May, only five AP certificates have been earned in the Region, a very low number.

The NMRA Long Range Plan was much discussed, with the unified dues structure and the Board restructuring being the focus.

Total attendance at the convention was 180, with 30 dealers at the show. This was...
considered a “so-so” turn-out, and the convention is expected to approximately be made from grocery items like canned purpose of the display is to obtain food donations. The display may have any turnouts in their track plan and to use “O” gauge or larger equipment.

2003 NMRA Convention: Bob Amsler reported that there were approximately 1,500 people in attendance. Hank Kraichely commented on the cleanliness of the city and the number of American Flags flying.

Mike Thomas presented a clinic on making deciduous trees using plastic tree armatures from Woodland Scenics tree kits, polyfiber and ground foam. Mike twisted the flat armatures into realistic full tree shapes as the basic form for the tree. Then discussed the use of plain-poly fiber and pre-coated polyfiber materials for the tree covering. The pre-coated polyfiber has ground foam already glued to the fiber, but much of the ground foam falls off during the stretching and placing the fiber on the tree armature, so Mike recommends the use of the plain poly fibre. The tree armature is then coated with rubber cement and then polyfiber is stretched into thin sections and placed on the tree armature. It is then covered with hairspray and then dipped into Woodland Scenics foliage. All of our layouts need many, many trees and we want to thank all 3 presenters for their informative clinics on different methods to make trees.

New Business Big Bend Railroad Club: John Schindler has worked in the National Train Show has been cancelled because about three-fourths of the vendors had pulled out; however, the Niagara Falls train show will be substituted for the NTS. Hank Kraichely commented on the cleanliness of the city and the number of American Flags flying.

Joanne Schindler presented a clinic on the marketplace for heavy-gauge wire from furnace filter material. Joanne gave all members a handout that included a list of all of the necessary materials and instructions to make the trees. She then made a few trees explaining all the steps required. Joanne also provided extra materials and asked for volunteers to make additional trees, which could be used, on our Gateway X project layout.

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Welcome to New Members
by Venita Lake, Membership Chair
The following members have joined or rerailed since the last membership directory was published.

Donald Bell, 2955 Brooklands Way, St. Charles, MO 63303-6020. (636) 447-2959
Robert Boedjes, 10229 Buffton Drive, St. Louis, MO 63123. (314) 631-5371
Joe Carroll, #9 Glen Cove Drive, Chesterfield, MO 63017-2707
Brian Cherkas, 253 Tumberly Place Drive, Ballwin, MO 63011. (636) 405-6031
Tom Orear, 2021 Ridgedale Drive, High Ridge, MO 63049-1724

Michael Satke, 10150 Buffton Drive, St. Louis, MO 63123-5206. (314) 631-3845
Joann Schindler, 1950 The Woods Circle, Barnhart, MO 63012. (636) 464-3431
Carl Schoeneberg, 2025 Schoettler Valley Drive, Chesterfield, MO 63017. (636) 532-7570
Steve Smith, 1882 Crosshaven Drive, High Ridge, MO 63049. (636) 677-1889
Frank Winter, 24 Williamsburg Estates, St. Louis, MO 63131-1018
Robert Weinman, 470 Glen Tai Drive, Ballwin, MO 63011. (636) 391-0893
Kirk Yate, 10222 Kevlar Court, Eureka, MO 63025. (636) 587-3858

In addition, the following changes or corrections should be made to the directory:
Bonnie and Gregor Moe have moved to 35 Greenrill Drive, Chatham, IL 626729.
John Nash has moved to 35 Alava Lane, Hot Springs Village, AR 71909.
Brian Post’s new phone number is (314) 249-6986.
Ron Kraus’s e-mail is rkraus-cbog@aol.com.
Dave Lotz’s e-mail is Dave.Lotz@charter.net.
Pete Smith’s e-mail is pbsmith@apci.net.
Mike Thomas’s e-mail is mathomas@speakeasy.net.
Tom Troughton’s MMR number is really 277.

Please submit other changes and corrections to Venita Lake, 5851 Waterman Blvd., St. Louis, MO 63112-1515 or viake@mindspring.com.
Coming Events
by Venita Lake
Do you know of an event of interest to other Gateway Division members?
Send the information to the editor so it can be listed in future RPOs and on the www.gatewaynmra.org website.
NMRA Divisions or St. Louis area clubs may have their list event here by sending a description of the event, in the format shown here, to the Editor (rpo@gatewaynmra.org).

Mon., October 20, 2003
Gateway Division Meeting, VFW Hall, O’Fallon, IL, 7 p.m. See website for directions and map.

Thursday, October 30, 2003
K-Line “Fall Fair Days,” 10 a.m. – 8 p.m.; presented by Electric Train Outlet, 8961 Page Avenue, St. Louis, MO 63114 (just west of I-170). Meet K-Lines’ Bill Swarthout. Grand Prize: 2 Airline Tickets (Continental US); scale Mikados and Hudsons, semi-scale Alleghenys, door prizes, special prices on K-Line. (314) 428-2211
www.electrictrainoutlet.com

October 31-November 2, 2003
28th Annual Fall S Fest, hosted by the American Flyer S Gaugers of the St. Louis area. Holiday Inn-Westport in St. Louis County. Contact David Stevens, 8 Castle Drive, Florissant, MO 63034-1301 or www.trainweb.org/afsgsla.

Saturday, November 1, 2003
Gateway Division Fall Meet, Train Show, and Model/Photo Contests, Trinity Lutheran Church, 14088 Clayton Road, at Woods Mill Road (Hwy 141). Ballwin, MO (west St. Louis County) (set up Friday afternoon)
www.gatewaynmra.org/trainshow.htm

Saturday, November 15, 2003
Toy Train Show and Swap Meet, 10 a.m. – 3 p.m. sponsored by Central-Missouri Chapter of the Train Collectors Assoc. - Ozark Division, Knights of Columbus Hall, 2525 N. Stadium Blvd., Columbia, MO (one mile north of I-70). Operating layouts in various scales, new and old trains and related items for sale. Admission: $8, children under 12 free, tables $5. Contact Ed at (573) 874-0752.

November 15 & 16, 2003
Open House, Quincy Society of Model Engineers, noon – 5 p.m. Good Samaritan Home, 2130 Harrison, Quincy, IL 62301

Monday, November 17, 2003
Gateway Division Annual Holiday Party, Trinity Lutheran Church, Ballwin, MO, 7 p.m. Holiday Port-Luck Supper for division members and families.

Saturday, November 29, and Sunday, November 30, 2003
Great American Train Show, 11 a.m. – 5 p.m., Gateway Convention Center, Collinsville, IL. Admission $7, kids under 12, free. Discount coupon at www.GATS.com. Gateway Division will participate.

Saturday, December 6, 2003
Great St. Louis Christmas Train Show, 9 a.m. – 3 p.m. sponsored by Lutheran High School South Boosters Club and Ozark Division of the TCA, Lutheran High School South, 9515 Tesson Ferry Road, Affton, MO. Attendance prizes, raffle, operating displays, refreshments, all scales represented. Admission $4 ($3 with non-perishable food item), children 12 and under free. Vendor information: (636) 394-4858 before 9 p.m.

Sunday, December 14, 2003
Model Railroad Open House & Swap Meet, 10 a.m. – 4 p.m., sponsored by the Sangamon Central RR Club and the Sangamon County Fair Assoc., New Berlin, IL (from Springfield, take US-36 west to New Berlin exit, turn south to County Fairgrounds at northwest edge or New Berlin). Donation: $2, children under 12 free, tables $7. Contact Joe Maggio, 2104 Winnebago Drive, Springfield, IL 62702, (217) 544-6797.

Mon., December 15, 2003
Gateway Division Meeting, VFW Hall, O’Fallon, IL, 7 p.m.

Saturday, March 20, 2004
Boeing Employees’ Railroad Swap Meet, 10 a.m. – 3 p.m., Greensfelder Recreation Complex at Queeny Park, 550 Wiedman Road, Manchester, MO 63011. Admission: $2, children under 12 free, vendor tables $14. Contact Wayne Schimmel (636) 688-6313 after 6:30 p.m. (Next meet September 18, 2004)

Thursday, June 3 through Saturday, June 5, 2004

Saturday, June 5 and Sunday, June 6, 2004
Mid-Continent Region/Gateway Division Train Show, Gateway Convention Center. Contact John Schindler (above), Vendor reservation forms are on the website. Tables $15.

NMRA MCOr Region & Gateway Division
The National Model Railroad Association (NMRA) is a world-wide organization dedicated to all aspects of model railroading. In order to bring the most benefit to its members, the association is subdivided into Regions, and each Region has a number of local Divisions. The Gateway Division is part of the Mid-Continent Region, which represents Missouri, Kansas, Arkansas, Oklahoma, Nebraska, and parts of Iowa and Illinois.

The Mid-Continent Region is represented on the NMRA’s Board of Trustees. It publishes a quarterly bulletin, The Caboose Kibitzer, and holds an annual convention meeting that usually includes modeling clinics, local tours of layouts or prototype facilities, and model contests. The 2004 meeting will be organized by the Gateway Division and will be June 4-6. Annual membership in the Mid-Continent Region is $6 and runs concurrently with membership at the National level.

The Gateway Division is well represented on the regional and national levels of the NMRA. Its members actively promote the modeling hobby through local monthly meetings, this quarterly newsletter, an annual train meet in the fall, participation in area train shows and other events, and a comprehensive website. Annual membership dues for the Gateway Division are $3, with all memberships running from July 1 through June 30. Members who join mid-year are given extended memberships. In addition to the quarterly newsletter, a member directory is published listing names, addresses, and information about individual modeling interests. New members also receive a Division membership pin.

Membership is open to anyone from the beginner to the most advanced modeler, of all ages, so that everyone can share questions and knowledge of the hobby. Visitors are welcome at the monthly Division meetings listed on our website, www.gatewaynmra.org

How to Join
Visit our website, complete the form at http://gatewaynmra.org/membership.htm