

RPO

Volume 27, Number 3
Fall 2019
www.gatewaynmra.org



RPO

Fall 2019: Volume 27, Number 3

The *RPO* is the official publication
of the Gateway Division
of the National Model Railroad Association

Editor: John Carty

Articles, photos and any other materials for publication are to be sent to the Editor. No payment can be made for publication of any materials. Regular issues are published quarterly: Spring, Summer, Fall, and Winter. Subscriptions to the *RPO* are available to members of the NMRA as a service provided by members of the Gateway Division. Send subscription applications and renewals to the Division Treasurer.

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Belleville, IL 62220

Articles may be submitted as handwritten, typed, plain unformatted text on disk, or plain text via email to johnpcarty@hotmail.com; photo submissions may be made as hi-res digital files, 35mm slides or negatives or as prints.

Submission deadlines:

Spring: April 1
Summer: July 1
Fall: October 1
Winter: January 1

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On the Cover

photo by David Lowell

Chicago & Illinois Midland business car #1 waits on a siding on David Lowell's Layout. See how David constructed this model beginning on page 11.

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Correction

The Greater St. Louis Area Train Show sponsored by the Mississippi Valley N Scalers LLC will be October 12 & 13.

Superintendent's Desk

by Willie Richter

We need to spread the word about our hobby and now is a great time. With the National Convention coming next year our best foot will be forward with great opportunities to show off our hobby. You don't have to wait until then either. When you run into a friend and start talking trains invite them to a meeting. Make sure to bring those younger family members to a local train show so they can see what it's all about. Maybe that will be their gateway to the hobby. At home, hand them a throttle, or tablet with the throttle app, and let them experience the joy of trains first hand.

Take those youngsters on a trip to the Museum of Transportation. My grandson wore himself out on the stairs to get in the Big Boy. He climbed up, tried to pull the levers, looked out the window and waved, climbed down and repeated about 10 times. Wore me out too, but he had a huge smile on his face the whole time and now he wants to see the big train again. A ride on Amtrak or an excursion can make for a fun trip as well. I am surprised when I talk to a fellow train enthusiast and learn that they have never actually been on a train. When an opportunity arises, try to take advantage of it. You don't want to look back and say "I wish I would of", you want to say "I'm glad I did."

I want to thank everyone that pitches in and helps with the Gateway Division. It takes a number of people volunteering their time to make this organization successful. Please take the time to thank these folks for their time when you see someone chipping in and helping out. Better yet, ask if you can lend a hand yourself. There are many events that need volunteers to help and many different things to do. So, give them consideration and there may be something you can help with and I'll bet you have a good time doing it.

I specifically want to take a moment to acknowledge Don Ayers and the work he did in the division. Don passed away recently and I realized that I never thanked him for his work in the division. When I came to my first meeting Don was one of the first people to talk to me. Not only at that meeting, but at every meeting I attended. Don made sure I felt welcome and wanted to come back the next month. The clinic topics had my attention, but Don's friendship is one of the reasons I kept coming back. He will be missed.

Willie Richter, Superintendent

Under the Wire

by John Carty, Editor

Autumn has arrived bringing more hospitable temperatures with it. School is in full swing along with an assortment of other activities for the kids. At least sitting and waiting for a child to finish dance class affords me a little time in which to pursue modeling or reading (which includes Thomas the Tank Engine). At the same time, however transporting said children devours time which could be otherwise occupied. In the long run, I hope the kids see model railroading as something to share with dad rather than a competitor for dad's attention. Of all the things we do in life, raising children remains the most important endeavor.

Regarding the upcoming Fall Meet, we are in need of judges for the contest. If you have never taken part and want to really see what building models for a contest or the AP program entails. For someone who wants to improve their skills, judging provides an opportunity to get a close-up look at how other modelers create their entries. On the other hand for the experienced modeler, judging provides an opportunity to share his experience with entrants. In any rate, we need volunteers to assist in judging. Please contact me or Chris if you are willing to join the fun. I have found judging to be enjoyable.

You may notice that this issue boasts more pages than recent issues have. I find having to figure out which items to include in this issue and which to save for the next to be a welcome change. I always strive, however, to ensure that member submissions get published. If it takes a little longer, I apologize, but your material will see print. Over the time I have served as editor, I have found the material submitted by the members of

the Gateway Division to be informative and enjoyable, making my job easier. Once again, if each member submits one item a year, we will have no problem keeping this missive among the best among the division of the NMRA. As a note, everything published in the RPO is passed on to the Caboose Kibitzer.

I hope to see everyone at the Fall Meet.

John Carty
Editor

Director's Reflections

By David Lowell

Life is about choices. And so is the pursuit of the railroad related hobby we all share. Do I choose to rail fan? Do I choose to rivet count? Do I choose to participate in operations? Do I choose to build and enter models in contests? Do I choose to read railroad history? And the list seems to go on almost as endlessly as the number of railroads that once crisscrossed America. To me they all seem to be good choices so there really is no downside or even need for a definitive answer when it comes to what we pursue in the vast scope of our hobby.

We pursue our hobby for relaxation, fellowship and education. One of the joys I have found in the hobby over the years is its multiple-choice nature that has allowed me to follow the ebb and flow of my interests. Choosing to pursue a particular facet for a while and when I have had enough, follow another path for a while and even sometimes jump back and forth between previous choices or previous and new.

We all have a big choice coming up about how we will participate in the NMRA National Convention - Gateway 2020. I urge you to choose to get involved. Attend, volunteer, offer to present a clinic, enter models in the

contest or make your model railroad available for the layout tours. Once you have made your choice(s) E-mail info@gateway2020.org and let the committee know you can help. The NMRA is like so many things in life, you get out of it what you invest in it. Make the choice to invest your time and reap the rewards the NMRA can offer.

I will end with my previous challenge to you because it is about choice as well; What would happen if each one of chose to made an incremental effort to participate just a little more? Come to a meeting at least once a year if you come to none. If you only come to the Missouri or Illinois side, come a little farther and expand your horizons. I know many of you are a wealth of knowledge on a particular topic, or many. Share it! I want to learn and I want to know what other modelers and rail fans are up to. Enter just one model in the fall meet. Take a shift at the PR table at a show and get in free! Or, come to one of many other activates. We average about 20 attendees at the meetings out of 216 +/- current members. We, as a group, can make this incremental increase happen. Look at my report recap in the Spring RPO and remind yourself what we are already doing! Let's open up the throttle another notch.

I will always be available, as well as the great team of officers we have, to receive any comments or suggestions you may have. You can reach me at LowellCoMotive@gmail.com

Happy Rails
David C. Lowell
Director,
Gateway Division, Mid Continent Region
Nation Model Railroad Association

Paperwork for NMRA Contest Judging

by Dave Roeder, MMR

Anyone planning to enter an NMRA contest will have to complete at least one NMRA form. If you are entering in the Peoples Choice category, a form 901 is all you have to fill out. See the example below.

information. For this example I have selected a model of a HOn3 Bullion Car as seen below.

Non Revenue Car HOn3 – SG&N RR
44 foot Bullion car

Labelle Woodworking RPO wood kit

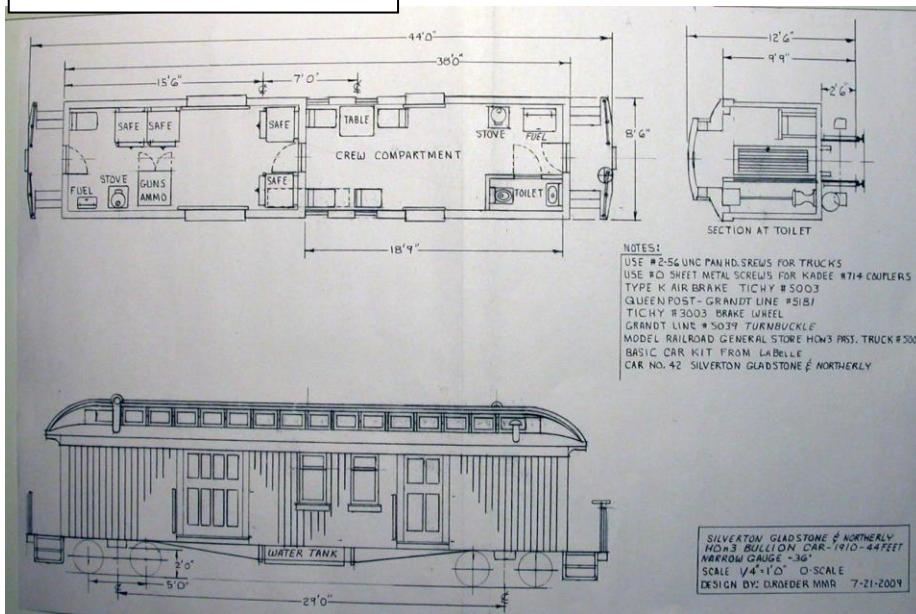


If you want to enter the Judged competition, then a form 902 is required. This requires additional

with scratch built interior.

Received 88 points [merit award] in NMRA contest judging.

Drawing for Bullion Car #42.





NMRA NATIONAL CONTEST ENTRY FORM

NMRA Form #901 Rev. H, 6/16/11. All previous forms obsolete

Please Print All Information

Entry No.

ENTRANT / MODELER

Name _____ Group Name _____ Age (if<30): _____
Address _____ City _____ NMRA #: _____
State/Provence _____ Zip/Postal Code _____ Country _____ New Modeler: _____
Phone: (____) ____-____ Cell Phone (____) ____-____ Email _____ Region: _____

CONTEST EVENTS

MODEL CONTEST

(Judged)

Classification

Scratch Built

Kit Built

Category

Steam Locomotive

Diesel & Other Loco

Traction

Passenger Car

Freight Car

Caboose

Non-Revenue Car

MODULE CONTEST

(Judged)

Individual

Group

PHOTO CONTEST

(Judged)

(A) Model, B&W Print

(B) Model, Color Print

(C) Model, Slide

(D) Prototype, B&W Print

(E) Prototype, Color Print

(F) Prototype, Slide

PEOPLE'S CHOICE AWARDS

(Popular vote - Direct entry)

Model

Favorite Train

Locomotive*

Rolling Stock*

Caboose

Structure

Display

Arts & Crafts

General

Needlework

Railroadiana

Photo (B&W or Color)

Model Print

Prototype Print

Special Award Categories

Photo Match

Thumbs Award

If you are entering the
Judged competition, place an
"X" in this box indicating you
are entering judged class
"Non-Revenue Car"

B CONTEST

tries are also eligible to be chosen for People's Choice Awards
steam, diesel & traction; Rolling stk. includes, freight, pass & non-rev.

CONDITIONS OF ENTRY

1. First place or Gold Award winners from previous NMRA National Contests are not eligible.
2. This Entry Form (# 901) must be completed for all entries. Judge's Score Sheets (# 902 for Model Contest and # 903 for Module Contest) must also be completed for each entry.
3. Supplemental information, including plans, photos and other supporting documentation may be submitted. This should be organized in order by judging factor (Construction, Detail, Conformity, Finish & Lettering and Scratchbuilt). However, judges are under no obligation to review this material, and the Contest Chairman may limit this information.
4. The Contest Chairman reserves the right to determine how to display entries. Removal of entries from the Contest Room without approval of the Contest Chairman and presentation of the claim check is prohibited.
5. All entries must have a declared value. (See below.)
6. After filling out this Entry Form and the Judge's Score Sheet, if applicable, return both to the Contest Staff who will provide an Entry no. for the Entry Form, Judges Scoring Sheet, Claim Check and Entry Identification Tag. Place entry with Identification Tag attached in the designated location. Retain the Claim Check, which must be signed and presented to pick up the entry at the end of the contest.
7. I hereby certify that this entry is entirely my/our own work or that the original exposure was made by me. I also hereby release the NMRA and all persons connected with this Contest from any liability due to damage to or loss of the entry greater than that covered by the NMRA insurance coverage.
8. I hereby grant the NMRA photo reproduction rights for publication of this entry in **NMRA Magazine** or any other publication of the NMRA.

Entrant / Modeler Signature _____

Entry Value

\$

Proxy Signature _____

NMRA CONTEST CLAIM CHECK

I hereby certify that entry # _____ entered the Contest and has been returned to me in satisfactory condition

Entrant / Modeler / Proxy Signature _____

Contest Modeling – The paperwork: Form 901

Contest Modeling – The paperwork : Form 902

Form 902 is required if you are entering in the Judged Competition.



NMRA NATIONAL CONTEST JUDGING FORM

NMRA Form #902 Rev. E, 6/16/11 All previous forms obsolete. Please print.

Entry Name _____

Entry No. _____

1. CONSTRUCTION (Maximum 40 points) (*May qualify for AP scratch built)

Points Awarded _____

Model Basis – Select the description that best applies to your model

- Scratch Built (Complete) *— SB struc. + details (>90%) Kit Bash – Multi kits/ comm. parts assem. not per kit plan
 Scratch Built (Partial) – SB struc.; comm. details (<90%) Kit Built – Per kit plan (> 90%); few modifications
 Mod. Comm. – Shells, frame, struc. or major parts (>50%) Mod. RTR – Some mod. (<20%) to finished comm. model

Name kit or major comm. parts & manufacturer _____

Construction Techniques – Select all methods & materials that apply to your model

- Drew own plans Followed construc. article Cut & fit wood Soldered metal
 Used proto/comm. plans Cut & fit metal Cut & fit cardstock Made patterns
 Used kit plans Cut & fit plastic Cut & fit glass Made molds

Describe in detail how model was built, its complexity and the methods used. _____

2. DETAIL (Maximum 20 points)

Points Awarded _____

Describe complexity, difficulty, refinement & quantity of detail parts added. Identify all commercial parts.

3. CONFORMITY (Maximum 25 points)

Points Awarded _____

Describe prototype design. Include prototype documentation (beyond what may have been supplied in kit).

4. FINISH & LETTERING (Maximum 25 points)

Points Awarded _____

- Weathered Hand Lettered Decals Dry Transfers Spray Airbrush Dry brush Stain

Non-Weathered - Describe methods & materials _____

5. SCRATCH BUILT (Maximum 15 points) - Kit Built Classification

Points Awarded _____

List all parts scratch built; note special refinements _____

6. TOTAL POINTS (Staff only) -

Final Score _____

Tabulated by _____ Verified by _____

Form 902 Notes

1. Construction: 40 points - 32% of the total score.

A good starting point is the drawing. If you are building a kit, attach a copy of the instructions. Scratch built models require a series of sketches or a formal drawing made by the modeler. Check off all the boxes that apply. More points for making patterns and molds and resin casting parts. Provide detailed description of what you did when building the model. Attach a second sheet if necessary.

2. Detail: 20 points - 16% of the total score.

List the manufacturer and part numbers of all added details. At divisional contests you can just name the manufacturer such as Kadee brake hoses or Details West air horn. Provide a total number of those details. Every nut/bolt/washer casting counts as a separate detail part.

3. Conformity : 25 points - 20% of the total score.

The documentation shows what you were trying to achieve. Supply any research photos or text that shows what the model represents. If you have built or kit bashed a model of a fictional model then you need to provide a back story to explain the existence and purpose of the model. Dates and places can also be fictional as long as they fit the era and style of the model.

4. Finish & Lettering: 25 points - 20% of the total score.

Multi color paint schemes, weathering and decals are the key points. The more you have, done the higher the score. Pay attention to paint finish as well as texture. There should not be any sags, runs or brush marks in the paint. Decals should have a top coat of dullcoat or high gloss clear.

5. Scratch building: 15 points - 12% of the total score

List all scratch built parts. A scratch built part is something that you made from wood, styrene or metal strip, rod or shaped material. Examples are Evergreen or Plastruct Styrene or brass wire for grab irons. Example: If you made a wood fuel load for a steam locomotive tender, each piece of wood in the load is a scratch built part. (You took a stick and cut it into short pieces for the load.) Provide a total number of scratch built parts. This will give you the best chance to maximize this score.

Scoring on the 902 form:

A perfect model would score 125 points. This is very rare.

A total of 87 1/2 points are required to achieve a merit award. This is a good goal for entering in judged competition.

Most first time entries receive a lower score, but this can be used as a learning experience because the contest judges will provide tips on improving the model.

Sample of completed Form 902.

Scores shown on the right are from actual contest judging.



NMRA NATIONAL CONTEST JUDGING FORM

NMRA Form #902 Rev. E, 6/16/11 All previous forms obsolete. Please print.
Entry Name_ HOn3 Bullion Car S G & N # 42 circa 1913

Entry No.

1. CONSTRUCTION (Maximum 40 points)

(*May qualify for AP scratch built)

Points Awarded

33

Model Basis – Select the description that best applies to your model

- Scratch Built (Complete) * – SB struc. + details (>90%) Kit Bash – Multi kits/ comm. parts assem. not per kit plan
 Scratch Built (Partial) – SB struc.; comm. details (<90%) Kit Built – Per kit plan (> 90%); few modifications
 Mod. Comm. – Shells, frame, struc. or major parts (>50%) Mod. RTR – Some mod. (<20%) to finished comm. model

Name kit or major comm. parts & manufacturer LaBelle Woodworking

Construction Techniques – Select all methods & materials that apply to your model

- Drew own plans Followed construc. article Cut & fit wood Soldered metal
 Used proto/comm. plans Cut & fit metal Cut & fit cardstock Made patterns
 Used kit plans Cut & fit plastic Cut & fit glass Made molds

Describe in detail how model was built, its complexity and the methods used.

This is an old stock La Belle wood kit I bought at a train show. I designed the interior [see drawing] & built it according to the plans then lettered it for my HOn3 Silverton Gladstone & Northern railroad. I added a full interior to create a bullion car for my narrow gauge railroad. LaBelle kits do not include trucks and couplers. The couplers are easy to find, but passenger car trucks in HOn3 are very hard to find. I had this kit for several years before I found the trucks. Most of the work is on the interior. See Drawing

2. DETAIL (Maximum 20 points)

Points Awarded

16

Describe complexity, difficulty, refinement & quantity of detail parts added. Identify all commercial parts.

The usual complexity of a wood kit; you have to create the roof ends from strip wood and make patterns and templates from printed paper instruction sheets. I added a brake system using 1 Tichy #3005 set. The interior is scratch built using parts from wood passenger car interiors, 2 white metal stoves, 5 wood chairs, 1 table, 1 gun locker, 2 fuel boxes, 3 interior walls, 4 bullion safes, 1 water tank, 1 resin cast toilet, 1 sink. The floor is printed on paper and is from my Model Builder software. There are 23 added details on this model.

3. CONFORMITY (Maximum 25 points)

Points Awarded

18

Describe prototype design. Include prototype documentation (beyond what may have been supplied in kit).

See drawing: This car fits the prototype for Colorado narrow gauge equipment, but there is no prototype for this car. I designed it to add one more car to my SG&N passenger train and to use up the La Belle kit. LaBelle kit plans and a drawing are included.

4. FINISH & LETTERING (Maximum 25 points)

Points Awarded

13

- Weathered Hand Lettered Decals Dry Transfers Spray Airbrush Dry brush Stain

Non-Weathered - Describe methods & materials

Airbrushed Floquill Polly scale and brush painted the rest. Light weathering on the trucks. Decals made on my computer and printed on inkjet printer.

5. SCRATCH BUILT (Maximum 15 points) - Kit Built Classification

Points Awarded

8

List all parts scratch built; note special refinements

- 2 Radius roof ends, 4 end railings, 4 end wall railings, 2 truss rods, 1 brake pipe, 3 interior walls, 4 safes, 1 floor, 2 wood boxes, 1 guns & ammo locker. There are a total of 24 scratch built parts on this model.

6. TOTAL POINTS (Staff only) -

Final Score

88

Tabulated by _____ Verified by _____

Please provide a copy of this completed judging form to entrant

The easiest way to get into entering contests is to build a model from a kit and enter it in the people's choice judging. It can be anything from a

structure to a freight or passenger car. There is no formal judging. People's choice is a low-key competition where all of the general

public gets a chance to vote for all of the models on the contest tables.

People's choice awards are a good indication that you have built something interesting and of good quality.

My experience with people's choice judging is that bright primary colors attract attention. Walking down the

contest aisle looking at box car red or black colors, then seeing something yellow, orange, blue or green attracts the eye. That alone means your model will at least get a closer look.

When you come out to the Gateway Division Fall meet just bring along a few items for people's choice judging fill out the 901 form and see what happens; you might be surprised.

In Memorium

by Jim Ables

Donald Lee Ayres, 64, of Shiloh, IL, passed away on Sunday, September 22, 2019, at Memorial Hospital, Belleville, IL, after a courageous battle with pancreatic cancer. He was surrounded by those dearest to him.

Don was born in Akron, Ohio. He was the son of Drexel and Emilie, nee Wright, Ayres. Don graduated high school in Tallmadge, Ohio. He attended Akron University and took courses in electronics before his career path solidified when he joined the Air Force and became an electrician. He retired after 40 years of dedicated service to the Department of Defense. In his retirement, Don enjoyed spending time with his family, his good friend Susan, nee Thoma, Rauckman, and her family, the creative hobby of model railroading, listening to music, and riding a bicycle (fast!).



Don joined the NMRA in 1998 and was an active member of the Gateway Division, serving as Assistant Superintendent, Clerk, and Publicity

Chairman. At the time of his death he was nearing completion of a layout based on Santa Fe's, Cajon Pass between San Bernardino and Victorville, CA. In recent years Don spearheaded the Division's education programs planning events for young modelers at St Louis', National Museum of Transportation and basic model railroading education for those just getting into the hobby at Mark Twain Hobbies in St Charles, MO. Don's energy, enthusiasm, and passion for model railroading will be greatly missed.

He was preceded in death by his father, Drexel Hill Ayres. He is survived by his children, Jennifer Renee (Michael) Parks, and Michael (Michelle Spencer) Ayres, three grandchildren, Cora Parks, Alden Spencer and Ashley Spencer; his mother, Emilie (Harold) Keith of Munroe Falls, OH; three sisters, Drexie (Ken) Frech, Lori (Terry) Colbert both of Mogadore, OH, and Judith (Dave) Pearcy of Orlando, FL; a brother, Darrell (Diane) Ayres of Tallmadge, OH; and many nieces and nephews.

Chicago & Illinois Midland Private Car #1

by David C. Lowell

The building of the model of Chicago & Illinois Midland's Private Business Car # 1 was the convergence of four separate paths; the C&IM, the business car itself, Frank S. Breed and David C. Lowell. Below is the background on each of these in order of appearance in the space time continuum. The individual backgrounds hopefully bring perspective to why I chose to build this model and, hopefully, add a little, interesting backstory.

THE CI&M

The Chicago and Illinois Midland Railway's deepest roots date back to the Pawnee Railroad chartered in 1888 in Illinois to be built east and west across the central portion of the State just to the south of the State's Capitol of Springfield from Roodhouse to Sullivan. Its primary purpose, after netting a profit for the investors of course, was to connect the agrarian hamlet of Pawnee to the outside world via a more dependable and efficient means of transportation than the muddy and rutted dirt roads in

existence at the time. It would therefore allow the local farmers to send their goods to a wider sphere, while at the same time, provide a conduit back to them for products not produced locally. It was a common place refrain in late 19th century America.

The original line was just 4 1/2 miles long, from Pawnee westward to Pawnee Junction (Jct.). What remained of Pawnee Jct. was later renamed to CIMIC (Chicago & Illinois Midland-Illinois Central) Jct. CIMIC is currently located several hundred yards west of I-55 and Illinois 104. Pawnee Jct. when established was the access point for the Pawnee Railroad to the outside world via the St. Louis & Chicago Railroad (North & South, IC, ICG, CN). As a result of the initial success of this enterprise, the length of the railroad was doubled shortly after beginning operations. This new extension pushed the Pawnee's reach further west to Auburn and a junction

with the Chicago & Alton (B&O, GM&O, CMW¹, SP, UP).

After 15 years of operations, in 1903, the Midland Coal Company (a subsidiary of Samuel Insull's Chicago based Commonwealth Edison Company) bought a controlling interest in the seemingly insignificant Pawnee Railroad. Subsequently, in the summer of 1905, the Pawnee Railroad was sold at a very attractive price, after some corporate maneuvering, to the newly formed Central Illinois Railroad. The Central Illinois Railroad was a partnership between Samuel Insull's Commonwealth Edison Company and Francis Peabody's Peabody Coal Company. With abundant capitol now readily available the Central Illinois Railroad was quickly extended eastward from Pawnee to Taylorville, the county seat for Christian County. This extension gained them connections to the Baltimore and Ohio and Wabash Railroads in Taylorville. Concurrently, the existing parts of the line from Pawnee westward to Auburn were also upgraded.

More importantly than the additional connections gained in Taylorville, these upgrades allowed the fledgling Central Illinois Railroad sole access to the new mines Peabody Coal was opening in the area. In addition, it gave the railroad upgraded infrastructure and equipment to service those mines.

Most importantly, Commonwealth Edison wanted better vertical control over its supply chain as it worked to satiate the insatiable demand for coal needed to generate electricity for a booming Chicago. Obviously, the best way to accomplish this was to have an

ownership share of the mines producing the coal and the railroad hauling the coal.

Confusion over the names Central Illinois Railroad and Illinois Central Railroad led to a name change within 6 months of incorporation and thusly, the Chicago and Illinois Midland Railway was born on January 22, 1906. At the time of the name change Peabody Coal sold off their ownership stake in the C&IM to Commonwealth Edison and Commonwealth Edison sold their holdings in Peabody Coal back to Peabody Coal. The C&IM was now a wholly owned subsidiary of Commonwealth Edison. For almost 20 years after that, the C&IM chugged along hauling coal from multiple mines along its right of way with most going to Chicago as noted above. The C&IM routed the coal via their friendly interchanges at CIMIC and Auburn. A third interchange was also added at Compro, just a bit further west of Auburn with the Chicago & Northwestern (UP). During this time period a new shops complex including a roundhouse and small yard were built southwest of Taylorville in Hewittsville. The new and expanded shop complex was built after their entire existing shops complex which was located on the northwest side of Taylorville, burned to the ground in 1915. These activities were the extent of any major changes to the CI&M's plant and operations prior to the mid-1920s.

Through the teens and early 20s the CI&M, at the direction of their parent company Commonwealth Edison, had conducted multiple feasibility studies to vet the viability of extending their main line even further westward from Compro all the way to the Illinois River. Their hope was trans-loading of the coal directly to barges, thus decreasing the transportation cost of the coal for

¹ Chicago Missouri & Western, precursor to the Gateway Western. It is now part of KCS

their parent company. Commonwealth Edison's ultimate goal was to consolidate and economize their supply chain. While extensively studied and much desired, this plan was never acted upon.

By 1925 the C&IM's Vice President W.C. Hurst (a former General Manager of the Chicago Peoria & St. Louis [CP&StL, CIM, IMRR²]) orchestrated the purchase of the northern half of the financially insolvent CP&StL by the CI&M. This purchase gave the CI&M ready access to the Illinois River at Havana Illinois which just happened to be about the same line-haul distance from CIMIC Jct. as from CIMIC straight west to the Illinois River. It also gave the CI&M access to the industrial centers of Peoria and Pekin Illinois. The acquisition also included a 25% ownership stake in the Peoria & Pekin Union Railway (P&PU, TZPR³). It also netted them a large yard and roundhouse as part of the CP&StL's assets in Springfield III. Both the Peoria/Pekin gateway and Springfield added many new interchange opportunities for local freight and bridge traffic. Springfield also added indirect access to several more mines.

The final piece of Hurst's expansion plan was a very friendly trackage rights deal negotiated with the Illinois Central (ICG, CN). This run-through agreement gave the CI&M access from the south

end of the old CP&StL yard in Springfield where the CI&M's tracks joined the IC's tracks at Avenue Tower all the way to CIMIC Jct. These 17 miles of track provided an unrestricted link between the two halves of the railroad; the Taylorville Division to the south and the Springfield Division to the north. Overnight the CI&M quadrupled in size from 30 to 121 miles of railroad.

Throughout 1926 the line was rebuilt and upgraded after years of deferred maintenance by the CP&StL. This included everything from rails, ties, ballast, and signaling to crossings and culverts. Additional rolling stock as well as more and larger motive power was ordered and delivered by the spring of 1927. The reality being that this trivial road was remade into a modern Class I railroad.

In addition to the ever-increasing coal loadings bound for Chicago that originated along the Taylorville Division other sources of revenue presented themselves to the newly improved C&IM. A massive new power generation station, Powerton, began to come on line in four stages between 1928 and 1930 just south of Pekin. Also, in 1928 Pillsbury built a huge grain elevator and manufacturing facility adjacent to the CI&M's yard in Springfield. Other than its convenient access to rail service, another reason the Pillsbury mill was built next to the CI&M's yard was the fact that it was one of the few places in Springfield with no mines below it. As a result, the area could physically support the immense weight of the facility including all its concrete silos. These two on-line industries alone greatly increased freight car loadings as well as coal traffic. The Powerton Generation Station received coal loads from the

² Illinois & Midland Railroad. A part of the Genesee & Wyoming Inc. family

³ Tazewell & Peoria Railroad. A part of the Genesee & Wyoming Inc. family. While technically separate entities the I&M and TZPR operate as a combined operation currently sharing dispatch, crews and local offices in Pekin, IL area.

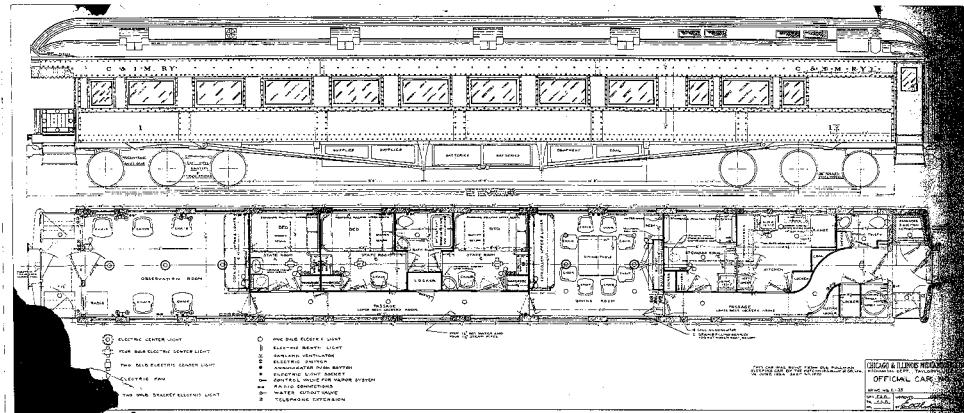
CI&M as well as from foreign roads that interchanged with the CI&M in Pekin and East Peoria. By World War II, Powerton was consuming 1.5 million tons of coal annually or about 70 carloads delivered per day with an equal number of empties out. At its peak the Pillsbury facility accounted for another 80 carloads of business in per day plus empties. Pillsbury alone required two switchers servicing the facility 24/7. To meet the need to move coal alone, from 1933 on the trans-loading operation at Havana grew exponentially with Dock A and Dock B coming on line and then the rotary dumper at Dock C.

The high-water mark for coal loadings was April 25, 1944 when the C&IM hauled 798 coal loads. This would have been between 13 and 16 trains at 50-60 cars each. That equates to 16 coal drags in a 24-hour period or one every 1.5 hours in one direction. Between loads and empties, that equates to a coal train every 45 minutes past any given point. In addition to this traffic, in 1944, the CI&M also ran four schedule daily freights, four scheduled daily passenger trains, a daily hog train as well as several daily extras and locals.

In the span of about two years the C&IM had grown from a small regional operation to a serious Class I railroad. The expansion and profitable operations did not go unnoticed by several other large railroads. Had it not been for its powerful parent company fending off unwanted suitors from more than one takeover attempt, the CI&M's path might have been much different.

BUSINESS CAR #1

The C&IM inherited executive car #90 as part of the rolling stock and other real property it received during its purchase of the northern half of the defunct CP&StL. From a different source they also purchased, in 1928, a second private car. This second car was renumbered business car #1. Business car #1 was originally built as a Pullman sleeping car somewhere around the turn of the 20th century. It was then rebuilt for Julius Fleischman of Fleischman's Yeast by Hotchkiss, Blue & CO LTD of Chicago in 1924 under shop order #1070. Business car # 1 was purchased for Samuel Insull's personal use when hunting ducks at Havana each fall. The car was sold to the US Government during WWII. Since then its final disposition has been untraceable but most likely it was



scrapped after the war due to its age.

As for car #90, it is currently waiting its turn for restoration at the Mid Continent Railway Museum in North Freedom Wisconsin

<https://www.midcontinent.org/equipment-roster/steel-passenger-cars/chicago-illinois-midland-90/>.

Once the C&IM received business car #1 it set about making an "as built drawing" of the car for their files. It can only be assumed this was done because none of the drawings from the Hotchkiss, Blue & CO LTD remodel accompanied the car when it was purchased from Fleischman. The final drawing by the C&IM's Mechanical Department staff consisted of a $\frac{1}{2}$ " scale drawing labeled Drawing E-135.

FRANK S. BREED

In addition to the increases in their physical infrastructure between 1925 and 1927 the C&IM also added human resources in a greater quantity than was available from the existing CP&StL labor pool. A young machinist by the name of Franks S. Breed was one of these new hires. Frank was the son of an Emporia Kansas Presbyterian Minister. The Breed family, having been loyal to the Crown during the American Revolution, deemed it wise to leave Boston for more sympathetic society in Canada. From there Frank's forefathers had immigrated west to Kansas.

As a young man steeped in all the lifestyle that old poverty affords, Frank (like so many others in the late 19th and early 20th century) found work with the railroads and a chance at the American Dream. He worked for several lines; the Atchison Topeka & Santa Fe, Kansas City Southern, Missouri Pacific, Pennsylvania and the Wabash Railroads. Eventually he accepted a position with the C&IM as a Draftsman and reported on October 1, 1928 at

Taylorville, Illinois. Frank enjoyed a long career on the C&IM where he worked his way up from Draftsman to Mechanical Assistant in 1946 and then to Engineer Locomotives and Cars in 1955. He retired on January 31, 1964 after more than 35 years of service on the line⁴. He completed Drawing E-135 as one of his first duties.

DAVID C. LOWELL

My name is David C. Lowell. I am the thread that ties all the above to the model detailed below. Frank is my maternal grandfather. I have in my possession, handed down to me along with some of Frank's other personal papers, a copy of Drawing E-135. It holds a place of pride among my other C&IM ephemera. I built the model of car #1, from scratch, using Drawing E-135 as well as several pictures.

Even though I was only a child in the mid-1960s, I can still remember several trips to the C&IM yard and hops in Springfield⁵ with my grandfather. These included my first cab ride in an SW-1200 which ended unceremoniously for me as the engineer notched up the prime mover and the great beast barked to life and thus sent me screaming to my dad. I also recall my fascination with pulling on a chain on the outside of the engine shed which unleashed a crash of ice into a giant hopper below much to the chagrin of my grandfather, it was wasteful. The ice was supposed to be for the crews to fill their coolers.

Shortly after graduating college in the mid-1980s, I began re-acquainting myself with my model trains. Like so

⁴ Cimco News March-April 1964

⁵ Both the locomotive and car shops moved from Taylorville to Springfield after dieselization in 1955

many modelers, I was trying to decide which railroad I wanted to model. On the surface this should have been any easy choice for me given my connection with the C&IM. But, alas there were many factors to consider before that kind of commitment could be made. Being a native St. Louisan, obviously the Missouri Pacific and the Frisco held great sway along with other local favorites like the Wabash, Terminal or even the Burlington. A host of second tier options were available as well such as the St. Louis and Iron Mountain, the BN, the BNSF, the Terminal, the UP or any of the great roads that called at St. Louis' Union Station or even into E. St. Louis.

This was serendipitously settled when a wonderful book that was published by Golden West Books in 1979, *Chicago & Illinois Midland*. Written by Richard R. Wallin, Paul H. Stringham and John Szwajkart, wound up under my Christmas tree in 1987. After reading it several times it became abundantly clear this was **the** railroad to model. In addition to my personal connection to the C&IM, the book suggested to me myriad modeling opportunities. The C&IM's unique equipment, wayside structures and operations proved very attractive to me. Eventually those attractions lead me to business car #1.

THE MODEL BUILD

I like to try new projects that push my existing skills, abilities and knowledge base. Sometimes it works out, sometimes it doesn't. However, I have always enjoyed the process (most of the time). This time I think it worked out rather well.

Up to the point where I started building car #1, I had concentrated most of my modeling efforts on the C&IM's freight and coal fleets as well as their diesel and steam power. I had kit bashed a

number of cars and a few diesel engines but I had never attempted to scratch build a project of this magnitude or complexity. Adding another level of difficulty for me on this build was the fact that I really didn't know much about passenger cars other than people rode in them. However, this is one of the beauties of this hobby; if you're not careful you just might learn something. I spent a couple of years, while engrossed in other projects, stewing on how I would build the car. I studied the drawing. I examined second hand passenger cars at train shows and on friends' model railroads all in an attempt to soak in as much information as I could. I surfed websites for detail parts and prototype photos just trying to get a general understanding of how passenger cars were utilized and their features. As we all know form follows function.

After showing my previous year's builds at the Gateway Division Fall Meet in November 2017, I decided it was time to bring this project to fruition for the 2018 Divisional meet and beyond. I started in earnest by hand colorizing the drawing of the floor plan and elevation. This forced me to review every detail and drawing annotation as well as caused all the details to stand out more readily for when I would reference back to them.

Fortunately, there was a lot of dimensional information on the drawing. But there was also a lot of missing information that needed to be ascertained or extrapolated as well. I reviewed and noted the width of all the bolt plates, the size and spacing of the windows, the quantity, size and locations of the roof vents, the trucks, the under car lockers and equipment, the drip edge where the roof meets the car sides, the gutter over the observation platform and many other

exterior details. On the inside, I studied and measured the size of the state rooms, dining room, steward's room, closets, vestibules, toilet rooms, lockers and hallways. I looked at the door widths as well as the wall thicknesses separating all the rooms. I sketched multiple scenarios on how I might build the sides as well as how I was planning to incorporate and build the windows. I also considered which details to include and which to exclude based on the diminishing rate of return of effort expended vs the added visual impact to the model. I also pondered assembly sequence. How many sub-assemblies would be required? Then how and what order would I stitch them together. It was all necessary to maximize detail and minimize damage, repainting and cussing. Also, I contemplated how I was going to make viewing of the interior of the car possible. Would it be just a roof lift off or the roof and one wall?

SCRATCH BUILDING

By January 2018 I was ready to lay the keel, to borrow a shipbuilding term. In this case a piece of .080 thick styrene sheet was cut for the floor. Directly

onto the floor I drew all the wall locations, doorways and any large equipment or furniture. For the scratch building work, I started at the front vestibule and worked my way toward the rear platform, both for the layout and the fit out. I also fashioned a jig from a piece of scrap styrene to match the arc on the underside of the wood roof piece including a properly sized tab for the clearstory notch in the roof. I used this as a pattern for all the transversal wall sections.

The longitudinal hall walls start as one enters the car from the vestibule. The hall then sweeps from the center line of the car to the left until the left hallway wall becomes the exterior wall and the right hallway wall separates the hallway from the various rooms. The hallway walls were all made from .020 Evergreen sheet styrene part #9020. Not only does the hallway have a chicane, but it narrows slightly as well through these sweeps. To accomplish this, I had to carefully bend the .020 sheet styrene after it had been cut to size and check it against the layout on the floor. By repeating this multiple times, eventually, both sides aligned



properly and could be glued in place.

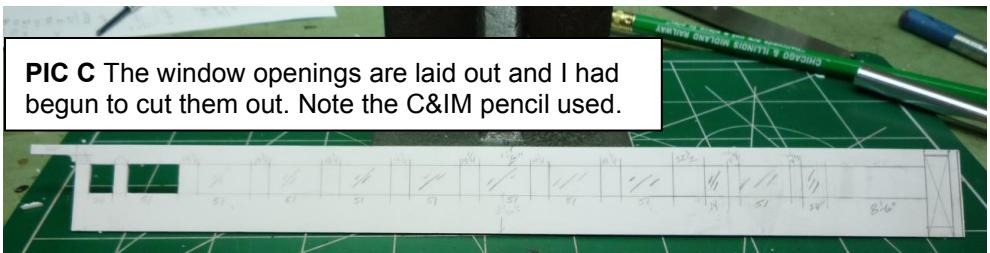
Also, as the left wall curved toward the exterior wall it had to be notched on its top edge as it passed out from under the clearstory area to below the lower roof.

In the hallway the scratch-built details consisted of an old-style brass fire extinguisher fashioned from a piece of round stock styrene and the scribed joints for the outlines of the doors leading from the hallway into the various rooms. Depending on the room function, some of the scribed lines

them as invisible as possible for doors such as service lockers and closets. Others were chased with pencil to replicate utilitarian metal edging at locations such as support rooms; the kitchen, public toilet and the steward's room. The state room doors were highlighted with silver wash to represent chromed trim on the wood paneling. The front vestibule contains a big freezer. After all its walls were in place, I made the freezer door handle from the head of a rail spike and fashioned two shelves from Plano



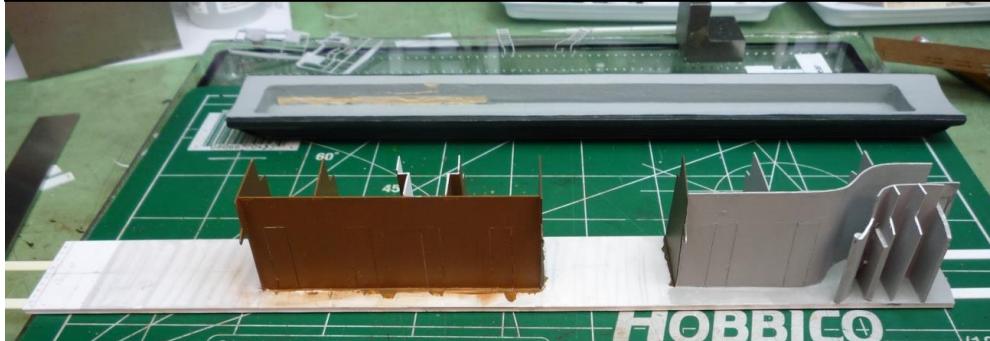
PIC B After the floor length was finalized the roof was cut to length to match and the running end sanded to shape.



PIC C The window openings are laid out and I had begun to cut them out. Note the C&IM pencil used.

were painted to match the wall to make

PIC D Interior progress. The small rooms had all been partitioned off and some painting and finish work was completed as the build progressed. You can see the electrical cabinet in the closet with the curved front.



Model's metal walk scraps.

Located between the vestibule and where the hallway transitions over to the exterior wall there are three small closets adjacent to each other. They consist of, in order from the vestibule end toward the rear of the car, the heater room, a closet and the electrical closet. In the heater closet is a Baker boiler made from stock & scrap styrene pieces as well as the small overhead interior coal bunker for the boiler's coal fuel source. The overhead coal bin was also made from parts pulled from the scrap bin. The electrical closet contains an electrical panel made from a stock styrene strip.

Directly across the passage from these three rooms is the public toilet. It contains a toilet shaped from the base of one Palace Car Co. part #5004 HO scale lounge car seat with a .010 sheet styrene lid added. The corner sink is also repurposed from a Palace Car Co. part #5004 and the goose neck spigot and faucets were formed from .010 wire. In the corner a small linen locker was installed. Its walls were made from .020 styrene. The door to the toilet room, on the interior of the toilet room, can be seen traced in pencil to represent utilitarian edging as described above.

The next space, as we work our way toward the back of the car, is the kitchen. A cornucopia of repurposed parts and scrap styrene were utilized here both separately and combined to make all the appliances and equipment needed. The stove, flue and hood are from stock styrene scraps. The duck boards on the floor are scale lumber. The upper cabinets are constructed from a piece of scrap C channel with doors scribed into the flat side. The lower cabinets and work table are made from stock styrene material with

their doors also scribed on. The counter top ice cream freezer is shaped from two Palace Car Co. part #5004 (these seats turned out to be quite adaptable as you will see throughout the article). The counter tops are cut from .010 styrene and the sink's goose neck spigot and faucets are from .010 wire. The fire extinguisher is made from round stock styrene as was done for the one in the hallway.

The space adjacent to the kitchen which would also act as a sound and heat buffer between the kitchen and the executive dining area is the steward's room. The flooring in the steward's room is made from 300 grit sandpaper to represent plain tan carpet. The upper and lower cabinets, counter tops, toilet and faucets all were made in the same manner as their comparable components in the public toilet and kitchen. A unique feature in the steward's cabin is a fold up sink. Once again, the Palace Car Co. part #5004 was utilized to make this piece. The mirror behind the sink is a piece of silver holiday ribbon.

In the dining room the hutch is built up from stock styrene pieces. The desk, table and wall hung book shelf are all made in this manner. The wall shelf is finished out with a piece of .010 wire as a retainer for the books.

Moving on back we next encounter the state rooms in the order C, B and A. All the closet walls are made from .020 stock styrene sheet materials. The dressers are cut from stock C channel with a .020 piece of styrene for their top and pieces of .010 styrene for the drawer fronts; surface applied. The mirrors above the dressers are all silver holiday ribbon as well. And, of course, the sinks are Palace Car Co. part #5004 with goose neck spigots

and faucets from .010 wire. The medicine cabinets are also made from stock C channel with their doors cut from a piece of .010 styrene. They also received a piece of silver holiday ribbon, applied to their faces, for their

PIC E Test fit. After all the interior partitions were in place a check was performed to make sure all the windows lined up correctly. Fortunately, this time they did. This was the second set of sides ☺.

mirrors. The headboards are .010 styrene and the bed sheets and blankets are tissue paper with the upper layer painted green to resemble a wool blanket. The pillows are shaped from Evergreen # 242 half round styrene stock.

Tucked between state rooms C and B is a semi-private bathroom. The tub is shaped from two Palace Car Co. #5008 Pullman lower berths, the shower curtain is tissue paper and the shower rod and shower head are both made from .010 wire. The corner sink is shaped from a Palace Car Co. part #5004 and the goose neck spigot and faucets from .010 wire. As in the state rooms, the medicine cabinet is stock C channel with a piece of .010 styrene for the door finished with a piece of silver holiday ribbon for the mirror. The toilet was shaped from one Palace Car Co. part #5004. The ceramic tile flooring is dollhouse ceramic tile flooring pattern, computer print screened, adjusted to size and printed on regular copy paper. It is held in place with double sided tape to prevent the ink from being affected by liquid-based glue.

The Lounge area has a Hi-Fi radio that is made from one piece of $\frac{1}{4}$ " sq. tube with 300 grit sandpaper added to one



face of the tube to represent the fabric covering for the speaker area. After that a piece of .010 styrene, with a cutout for the speaker area, was applied over the sandpaper and a piece of .010 styrene was added to the

PIC F The interior fit out progresses continued. Mostly worked front to back, but occasionally skipping around, like to install the grass matt used for the CIM green carpet in the state rooms. Top center on the primed car side you can see the carpet for the dining area staged to be installed.

top. The door handle from the Lounge to the observation platform is also made from the head of a rail spike similar to the freezer door.

the same manner using double sided tape.

While the interior held a lot of details, the exterior turned out to be more



Above the observation platform, attached to the roof, the rain gutter is made from brass scrap sprue material cut to shape. The awning is printed dollhouse wallpaper, computer print screened, scaled and cut to fit. The ceramic tile flooring is the same as in the bathroom and affixed in place in

intricate than I had originally imagined. The shell was comprised of 5 main sub-assemblies; the vestibule end, the two sides, the observation end wall and the roof. Suffice it to say, there were a lot of rivets to be counted. This then resulted in many replicated rivet lines, bolt plates and multiple layers of

PIC G With the interior fit out mostly completed work progressed on the car sides. The top car side had all its details and rivets installed and had been primed. The lower wall had not received all its rivets. I added a small brass angle along the top of each car side that gave them added rigidity and provided the drip detail just below the roof line.



relief around the windows.

The rear wall separating the lounge and the observation platform was made using the transverse wall template. Once the piece was cut and shaped, holes were cut into it for the windows and door glass. After that the wall was scribed to delineate the door from the door jamb. The clear styrene for the windows and the door all had to be cut exactly to size and glued into their respective openings. This required a lot of "F" words to get them right; file and fit, file and fit.

Each car side wall was built up using multiple layers of stock styrene material. I started with a piece of .040 Evergreen #9040 styrene sheet to make each car side wall. There were 26 window openings between the two sides. All the windows were laid out from front to back following the same general work flow for the interior of the car to ensure everything aligned. After all the openings had been drawn onto the plastic sides, each opening was carefully cut out. I used several different techniques to accomplish this. On all of the window openings I drilled small holes in each corner and one large hole in the center. On the smaller openings I used a new, sharp, #11 X-acto blade to slowly slice away material. When I was close to the edge line, I would lay a straight edge on the line and trim the edge straight. On the larger windows I followed the same hole drilling protocol, but then used a hand Nibbler I purchased from Micro-Mark (part #81477) to remove the rest of the material. The tool worked well but it took a few windows to get the hang of it. If you look closely, you will see there was a learning curve.... where I really needed a straight edge.

Once the window openings were all cut in, it was time to build the windows themselves. I did not want to glue the

clear styrene onto the inside face of the walls of the car because the top was designed to be removable. I thought that would not look good. So, I built them like real windows. Each window is made of a sash with four inside and four outside pieces between which the glass is sandwiched. The interior face of the sash is flush with the interior surface of the interior wall. To accomplish this I laid the main wall piece down on a piece of really clean glass and cut the sills, heads and jams for the sash and then glued them in place around the perimeter of the window opening. Because they were separate pieces of material a slight line is visible between these pieces and the interior wall making the interior casing distinguishable. The window sash pieces were made from Evergreen #101 .010 x .030 strip styrene for the heads and sills and Evergreen #100 .010 x .020 strip styrene material for the jambs.

After the interior sashes were completed, the clear .010 thick styrene used for the glass was cut to fit each opening, laid in place on the outside of the interior sash assembly and secured with a dab of Testors Clear Parts Cement & Window Maker. Then the exterior sash pieces, which matched the interior sashes, were installed on the exterior face of the clear styrene. At first it seemed like it was going to be a huge and time-consuming task to build all these windows in this manner. But once I completed a few windows I developed a kind of assembly line system and it really wasn't too bad. I would go down to my work bench to do a few openings. When my upper back, neck and eyes started screaming I would stop and head back upstairs. After about two weeks it was all completed.

All of the exterior bolting plate strips consisted of surface applied styrene strips of appropriate size glued on to the base pieces. This was really a pretty straight forward process which went quite quickly. The real time-consuming part was fleshing them out

opening for the door & diaphragm assembly.

The whole undercarriage sub-assembly was built last. It consisted of a combination of scratch building and aftermarket parts. I laid it out on a sheet of .010 sheet styrene which was

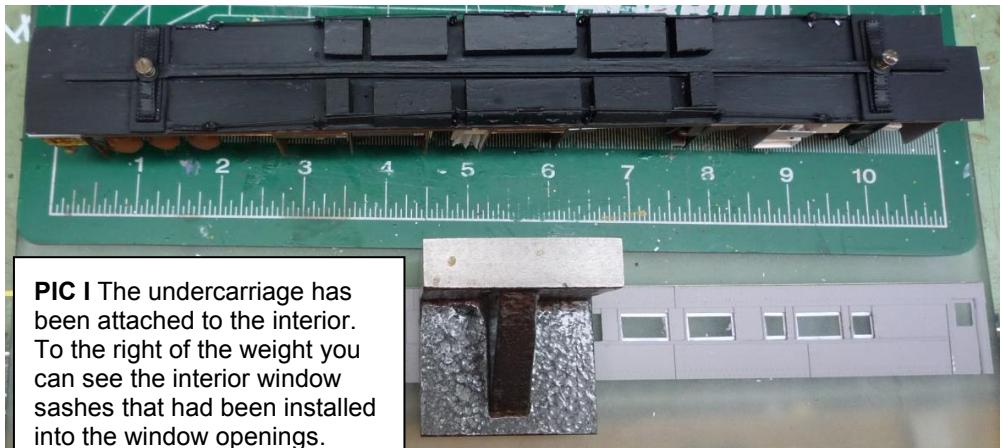
PIC H With the interior basically done and the exterior walls progressing it was time to fit out the undercarriage.



with all the rivet decals.

The last of the scratch made exterior wall sub-assemblies was the vestibule end wall. It was made from .060 Evergreen #9060 sheet styrene. I deeply scoured it on the interior face in two locations vertically and then bent the piece at these scour lines to the correct shape to match the angled corners of the floor and roof. The two scours were filled with glue one at a time after test fitting and left to dry after being blocked into final position. This stabilized the wing angles and aligned them with the end of the floor piece. The last task was to cut in a rough

really only used to have a glue surface to hold everything in place. Only after all the details had been added was the sub-assembly affixed into place on the bottom of the floor plate. Scratch built piece included in the undercarriage were Evergreen Scale Models #265 5/32" styrene C Channels profiled and used to replicate the center sill. Two sets of truss rods made from lumber load round banding material and their turnbuckles were cut from hollow styrene tube salvaged from the scrap bin. The remainder of the truss rod assemblies were comprised of the detail parts as described below.



PIC I The undercarriage has been attached to the interior. To the right of the weight you can see the interior window sashes that had been installed into the window openings.

DETAIL PARTS

With the bulk of the scrap building described above completed, it was time to move onto the installation of commercially available detail parts. Since the parts, by their name, are pretty self-descriptive and were all used for their intended purposes (save a few) please see the attached list of detail parts. The pieces of note which were modified, were the Palace Car Co. #5004 HO Scale Lounge Car Seats, the #5008 Pullman Lower Berths, the Frenchman River Model Works #1021 24" propellers, which were modified to be the wall mounted fans and the Plano Model Products #368 Truck Cross Over Platforms used for vents grills on the exterior of the clearstory.

FINISH AND LETTERING

The exterior car sides and ends were airbrushed with Model Master Drab Olive. This was done after the interior sash frames described above had been glued in place but before the clear glass pieces were installed. After the glass was placed, I installed the exterior sash pieces. They all had been pre-hand-painted prior to being glued in place on the exterior surface of the glass. After that they only needed to

be touched up a bit. The roof was hand painted Polly Scale Grimy Black to give the effect of treated canvas.

When acquired, and as modeled, the car would have only been 4 years post-rebuild. Since it was an executive car for a utility magnate in the 1920s it was the equivalent to a private jet for a modern-day executive. Therefore, I minimized its weathering due to the fact that, in its day, it would have been maintained in pristine condition.

The interior was all brush painted with a variety of Model Master and Polly Scale colors. The wood interior paneling was all brush painted in multiple layers with slightly less than fully mixed paint, in only vertical strokes and while the previous layer was almost dry. This technique was used to induce the feel of wood grain in the paint finish. Other interior finishes included the green carpet, which was cut from grass mat. The rug in the dining area, the tile in the bathroom and the tile on the rear observation platform were all internet dollhouse flooring images scaled appropriately and then printed on standard copy paper. They are all held in place with double-sided tape so the ink would not be compromised by moisture in the

glue. The carpet in the steward's room is 300 grit sand paper.

The lettering is all hand applied dry transfer Railroad Roman text from Clover House and sealed under a final finish of several layers of dull coat. All rivets are hand applied Micro-Mark decals; also, all are sealed under the

same multiple layers of dull coat. to improve with each new project I undertake, regardless of size. It was a creative outlet which allowed me to escape from the rigors of daily life and just have some fun. Private Car # 1 was also the last car I needed to build to complete the requirements for my third AP Certificate submission; Model

PIC J After all the interior sashes had been completed the sides were painted. The glass was then installed and the pre painted sash material was cut and installed over the glass. The paint was then touched up last. The two windows on the left had been completed



same multiple layers of dull coat.

SUMMARY

Building C&IM business car #1 was a long and challenging project. Working on it took the better part of a year. It was by far the most ambitious project I had attempted to date. The car also represents a multitude of accomplishments for me. It was a way for me to learn more about the C&IM and passenger cars in general. I also learned more about a relative who I really did not know well. It helped me understand what he did in his professional railroad life by researching his papers. It certainly helped up my modeling game and I hope to continue

Railroad Equipment, Master Builder-Cars category. The effort was rewarded with a first place in the Passenger Car category as well as the Best in Show at the Gateway Division's Fall Meet in 2018 and first place in the Passenger Car category at the Mid Continent Regional in Wichita in summer 2019. It will be returning to home rails for its final show appearance at the NMRA National Convention in St. Louis in the summer of 2020. Three years of education, fulfillment, suspense and reward all from one model project, definitely worth the challenge and time invested.

Happy Rails.



PIC K Sitting on a siding, the car is being inspected by the Company brass shortly after delivery. The road crew will be along shortly to put the markers on the rear and couple up before heading out on the shakedown excursion. I elected to make the right side, visible in this picture, along with the vestibule end and the observation lounge end wall to all be attached to the car floor and each other respectively. The left side and the roof are removable.

DETAIL PARTS LIST

- (1) Ea Northeast Scale Lumber HO80CLER HO 80' hollowed clearstory roof
- (3) Pkgs Scale Structures #5134 Queen Anne style wooden chair kits of 2 ea. Five chairs used
- (1) Pkg Scale Structures #5108 kitchen accessories set #1; Coffee pot, creamer, sugar and serving platter
- (1) Pkg Scale Structures #5109 kitchen accessories set #2; serving dish, pitcher, frypan and pot
- (1) Pkg Scale Structures #5166 office equipment set; books, typewriter spittoon, and lamp
- (2) Pkgs Scale Structures #2297 assorted lamps and lanterns 8 pcs ea. Two lamps used
- (1) Pkg Scale Structures #2228 set of 3 Winchester rifles, two used
- (2) Pkgs Scale Structures #5148 wooden dining room chairs kits of 4 ea
- (1) Pkg Scale Structures #2255 Regulator style wall clock with printed face kit
- (2) Pkgs Frenchman River Model Works #1021 24" propellers set of 5 ea. 6 modified to be fans
- (1) pkg Plano Model Products #368 truck cross over platforms for vent on clearstory, 4 used
- (1) pkg American Limited Models #9150 Athearn/MDC diaphragms, one used
- (1) Pkg Bethlehem Car Works #388 Baker heater

- (2) Pkg Bethlehem Car Works #80
Pullman battery box 2 ea
- (2) Pkg Bethlehem Car Works #256
Pullman Garland single vent 4 ea
- (1) Pkg Bethlehem Car Works #81
Pullman single ice bunker 2 ea
- (1) Pkg Bethlehem Car Works #375
truss rod tie downs 4 ea
- (1) Pkg Bethlehem Car Works #106
queen posts 8 ea, 4 actually used
- (1) Pkg Bethlehem Car Works #109
platform railing
- (1) pr Bethlehem Car Works #1137
bolsters
- (1) Pkg Palace Car Co. No# 5004 HO
scale lounge car seats 30 ea, none
used as seats
- (1) Pkg Palace Car Co. No# 5008
Pullman lower berths 32 pcs, 6 used
- (1) Pkg (1) Pkg Palace Car Co. No#
4003 four tread fixed steps, three
used
- (1) vent from the part box
- (1) pkg American Scale Models #9924
– square heavyweight roof box fan 2
ea, one used
- (4) pkg American Scale Models #9902
- underbody, passenger car battery
box 1 ea
- (1) pkg American Scale Models #9616
- 6 wheel Commonwealth trucks 2 ea
- (2) Pieces of baggage off of figures for
use in the state rooms.
- (1) Cal Scale #190-290 KC brake set

A Challenge to You

by Venita Lake

Every month when the *NMRA Magazine* arrives, one of the first things I check is to see whether I recognize any names in the Bulletin under Achievement Program recognitions. Most of the time, I mean months and months, the Mid-Continent Region is not even mentioned, let alone members from the St. Louis region. If you are like Rick and me, you may have bits and pieces of the requirements, but haven't pulled all of them together and filled out the paperwork. We have both had our association volunteer awards for years and I had my model railroad author AP long before I went through Rick's file and sent in his mass of articles. We probably have done most of the work (and play) for the Chief Dispatcher award except that I haven't drawn the track plan and checked to see what changes may have been made in requirements since I last looked at them--an important requirement! And

we both might have completed the requirements for the Golden Spike, although that takes time and some checking on who did what parts of our layout.

From my list, it is obvious that I have many options where time and attention will be needed. Rick's health problems in the past year prevent him from continuing. So, my own challenge will be to pick just one project at a time and some of it will be with model railroading.

So, where do you stand? Do you have a model that you could or should enter for judging at the Fall Meet in November? Or you can have judges come to your home for judging! Have you checked the requirements for any or all Achievement Program categories to see where your experience could be judged? Other members who have gone through this process can evaluate your work and tell you how

you can improve your scores. Do-overs are allowed.

It is time to get busy. Define your own project. Take the challenge and get started.

Division Minutes

by Gregor Moe

Meeting Minutes for July 15, 2019

Superintendent: Willie Richter

Assistant Superintendent: Dan Knipp

Paymaster: Richard Velten

Clerk: Gregor Moe

MCoR Director: David Lowell

Activity Coordinator: Ron Gawedzinski

Publicity Chairman: Don Ayres

Membership Chairman: Bill Linson

AP Chairman: John Carty

Contest Chairman: Chris Oestreich

Clinic:

David Ackmann presented his clinic on Billboards for the Baden. Vogt & DeSmet..

Business Meeting:

Assistant Superintendent Dan Knipp called the meeting to order. There were 27 members present and 2 guests Jean Miller and Randall Colton.

Minutes of Previous Month's Meeting

Minutes from the June meeting were available for review prior to the meeting start. The minutes were approved.

Treasurer's Report

Rich Velten presented the paymaster's report. The opening balance was \$21,733.91 during the month we had receipts of \$259.42 and expenses of \$128.20. The closing balance was \$21,865.13. The report was approved.

Merchandise Report

Rich Velten stated that there are 33" wheel sets and standard gauges available.

RPO Report

No report. Submissions to the fall RPO are due 1 October.

Directors Report

Dan Knipp gave the directors report for David

Lowell. The region has new editor for the Caboose Kibitzers. The editor is looking for articles for the caboose Kibitzer.

Achievement Program (AP) Report

No report.

Publicity Chair Report

Jim Ables said the next train show will be the Bellville show. He got several members to volunteer to help at the show.

Outside Activities Report

The NHRS has a trip going to Moberly Mo.

Old Business

The 2020 convention the registration fee is \$150. The convention is starting to look for volunteers at \$10 per hour worked would be paid to the volunteer's organization to work the show. They are also looking for layouts for the tours.

Chris said he would look into the results of last year's contest results.

New Business

A motion was made and passed to look into the division buying a public address system for meetings.

Greg Gramlich the new chairman for operation sessions passed around an information request on layouts and what members wanted to know about operations.

The RPM meet is 25-26 July at the Gateway Convention center.

Announcements

No announcements.

Upcoming clinic

The August clinic will be 80 years in Webster Grove. The history of the Webster Grove model railroad club.

Drawings

50/50 winner: David Kufka

Gift Card winner: Greg Gramlich

Bear Creek model railroad LLC foam cradle: Jean Miller

Meeting adjourned.

Respectfully Submitted,

Gregor Moe,

Clerk, Gateway Division

Meeting Minutes for August 19, 2019

Superintendent: Willie Richter

Assistant Superintendent: Dan Knipp

Paymaster: Richard Velten

Clerk: Gregor Moe

MCoR Director: David Lowell

Activity Coordinator: Ron Gawedzinski

Publicity Chairman: Don Ayres

Membership Chairman: Bill Linson

AP Chairman: John Carty

Contest Chairman: Chris Oestreich

Clinic:

Ken Rimmel presented "80 years in Webster Groves the story of the Oldest Model Railroad Club in the St. Louis area, the Big Bend Railroad Club."

Business Meeting:

Superintendent Willie Richter called the meeting to order. There were 25 members present and three guests.

Minutes of Previous Month's Meeting

Minutes from the July meeting were available for review prior to the meeting start. The minutes were approved.

Treasurer's Report

Rich Velten presented the paymaster's report. The opening balance was \$21,865.13 during the month we had receipts of \$263.95 and expenses of \$328.77. The closing balance was \$21,799.31. The Income was from the fall meet payments, expenses were for printing. The report was approved.

Merchandise Report

Rich Velten stated that there are 33" wheel sets and standard gauges available.

RPO Report

No report. But the publisher is looking for articles for the summer addition.

Directors Report

Hank Kraichely reported that the national dues are going up \$3 next year.

Achievement Program (AP) Report

No report.

Publicity Chair Report

Jim Ables thanked the workers of at the Collinsville train show. The group decide to support the Mark Twain open house and will need volunteers.

Outside Activities Report

Ron reported he has set up a tour of the micro

engineering facility Tuesday September 24 at 10:00. He has a tour to Moberly to visit a train museum, lunch, and train ride all for only \$50.

Old Business

The 2020 convention the registration fee is \$150.

There was talk about another Model railroading 101 but no work has been done on it.

Dave Roeder summed up the RPM meeting there were 21, clinics 160 vendor tables, 612 attendees. The 2020 RPM will be July 31 -1 August.

New Business

Bill Linson reported division membership was 221 members.

A motion to buy 100 more Membership Directories was presented by Dick Wegner seconded by Dave Roeder. The motion passed.

Announcements

No announcements.

Upcoming clinic

Steve Hamilton --" Railroad Radio Communications" Railroads use 2-way radios to communicate between crews, dispatchers and yardmasters. I'll explain a little about wireless radio history, basic radio theory, early and current railroad use, details and how to apply those details to our model railroads.

Drawings

50/50 winner: Dick Wegner

Gift Card winner: Don Knipp

Bear Creek Model Railroad foam cradle: John Colton

Meeting adjourned.

Respectfully Submitted,

Gregor Moe,

Clerk, Gateway Division

Timetable of Events

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 event listed here by sending a description of the event, in the format shown here, to the Editor (rpo@gatewaynmra.org).

Sat., October 5, 2019

The St. Louis Chapter NRHS will be doing a one-day trip to Moberly, Missouri to visit the Moberly Railroad Museum, History Museum and ride the Moberly mini train. Lunch is included (sandwich, chips, brownie & water). Cost \$50. More details on page 14.

Sun., October 6, 2019

Midwest Money Layout Open House, Sponsored by Midwest Money Company, 11 am - 4 pm, 5901 Hampton, St. Louis MO cross street Holly Hills, 3 rail scale O layout, steam and diesel operations, Free admission

Sat., October 12, 2019

St. Louis Live Steamers free train rides. Kircher Park, Eureka, MO, located just south of I-44 on Williams Road on the east side of Eureka. If going west on I-44 from St. Louis, exit at State Route 109, turn left, go under I-44, then immediately go back onto I-44 eastbound for about a half mile. Then again take the exit ramp and the railroad is across Flat Creek in the park. [St. Louis Live Steamers on Facebook](#)

Sat. & Sun., October 12 & 13, 2019

29th Annual Grater St Louis Metro Area Train Show, sponsored by the Mississippi Valley N Scalers LLC Kirkwood Community Center, 111 S. Geyer Road, Kirkwood, MO, Saturday 10am – 4pm, Sunday 10am – 3pm

Admission \$7 All kids and students with ID age 25 and under FREE

Mon., October 21, 2019

Gateway Division Meeting, VFW Hall, O'Fallon, IL, 7 p.m.

Sat., October 26, 2019

Dreamland Palace Model Railroad Show, 10 am - 3:30 pm, 3043 State Route 156, Foster Pond, Illinois, 4 miles west of Waterloo American Legion Hall 200 South 5th Street, Dupo IL 62239. 9:30 am - 2:00 pm, Admission \$3, Children 12 and under FREE. For more information call Mike Lang at 618-939-9922.

Sat., November 2, 2019

Gateway Division Fall Meet, Trinity Lutheran Church, 14088 Clayton Rd at Woods Mill Rd, Ballwin, MO, 9am - 3pm, Clinics, modular layout, model and photo contests, swap tables, door prizes, Popular vote, NMRA judging on request. For more information check out the Gateway Division NMRA website, Swap Tables (30" x 8 ft.) may be reserved for \$20. Setup Friday 4 to 7 pm and Saturday from 7 am.

For more information contact Rich Velten Phone 636-391-0643 email rmvelten@swbell.net

This show is sponsored by the Gateway Division and we'll be looking for your help in supporting the event.

Sun., November 3, 2019

Midwest Money Layout Open House, Sponsored by Midwest Money Company, 11 am - 4 pm, 5901 Hampton, St. Louis MO cross street Holly Hills, 3 rail scale O layout, steam and diesel operations, Free admission

Sat., November 9, 2019

Dupo Train Show, American Legion Hall 200 South 5th Street, Dupo IL

62239. 9:30 am - 2:00 pm, Admission \$3, Children 12 and under FREE

Mon., November 18, 2019

Gateway Division Holiday Party.

Sat. & Sun., November 30, & December 1, 2019

Great Train Show, Gateway Center, 1 Gateway Dr., Collinsville, IL, 10 am - 4 pm, **FREE PARKING**, Advanced Discount Tickets available online, Onsite Adult Admission is \$11.00 on Saturday - Good for BOTH DAYS! \$10.00 on Sunday

Kids 11 and under are admitted free and do NOT need a ticket.

On site admission is CASH only.

Sun., December 1, 8, 15, 22, & 29 2019

Midwest Money Layout Open House, Sponsored by Midwest Money Company, 11 am - 4 pm, 5901 Hampton, St. Louis MO cross street Holly Hills, 3 rail scale O layout, steam and diesel operations, Free admission

Mon., December 16, 2019

Gateway Division Meeting, VFW Hall, O'Fallon, IL, 7 p.m.

Mon., January 20, 2020

Gateway Division Meeting, Trinity Lutheran Church, 14088 Clayton Rd, at Woods Mill Road (Hwy 141), Ballwin, MO (West St Louis County), 7 p.m.

Mon., February 17, 2020

Gateway Division Meeting, VFW Hall, O'Fallon, IL, 7 p.m.

Sat., March 13, 2020

Boeing Employee's Railroad Club Swap Meet

Greensfelder Recreation Complex, 550 Wiedman Rd., St.Louis Mo. 63011. 10:00 am - 3:00 pm, Admission \$3, Children 12 and under FREE

Mon., March 16, 2020

Gateway Division Meeting, Trinity Lutheran Church, 14088 Clayton Rd, at Woods Mill Road (Hwy 141), Ballwin, MO (West St Louis County), 7 p.m.

Mon., April 20, 2020

Gateway Division Meeting, Trinity Lutheran Church, 14088 Clayton Rd, at Woods Mill Road (Hwy 141), Ballwin, MO (West St Louis County), 7 p.m.

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. National dues are \$72 per year, and all members of the NMRA are automatically members of the Region and Division in which they live. 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 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. Annual subscription to the Mid-Continent Region *Caboose Kibitzer* is included with membership at the National level and runs concurrently.

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 subscription to the Gateway Division *RPO* is \$10, running from July 1 through June 30. Members who subscribe mid-year are given extended memberships. The division's official mailing address is on the "Contact Us" page on the website: <http://www.gatewaynmra.org/gateway-nmra-contact-us/>. Checks may be sent to Gateway Division NMRA, PO Box 7742, Chesterfield, Missouri 63006-7742.

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

Division Officers

Superintendent
Willie Richter

Assistant Superintendent
Dan Knipp

Clerk (Secretary)
Gregor Moe (Bonnie)

Paymaster (Treasurer)
Richard (Rich) M. Velten (Marilyn)

Division Director
David Lowell



