

RPO

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

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On the Cover

photo by Mike Thomas

One of the nicest things about living in Saint Louis is that when you need to do a little research on piece of rolling stock or a locomotive – slide valve gear details, for example – you can take a quick run out to the Museum of Transport and usually find something worth studying. It's great for rivet counters, especially when the boiler lagging has been stripped away.

Monticello Railway Museum Day Trip

Saturday, May 2, 2009

The St. Louis Chapter NRHS and the Gateway Division NMRA invite members and friends on a trip to the Monticello Railway Museum in Monticello, Ill., on Saturday, May 2, 2009. We will be taking a luxury motor coach from St. Louis, with a stop on the Illinois side to pick up passengers before heading on to the museum.

The museum's exhibits, which include a large collection of Wabash, Illinois Central, Illinois Terminal and Norfolk & Western cabooses and freight cars, and Illinois Central passenger cars, will be open for us to view. Additionally, we will have our own private train with an Illinois Central coach and IC business car number 7. This train, reserved for us, will run in addition to the museum's regular runs over its almost seven

miles of track. The special train will run from the museum into Monticello where passenger can get lunch on their own before returning to the museum.

We will meet the bus in South St. Louis on Landsdowne 1/2 block east of Kingshighway. Departure is at 7:00 a.m. Our stop on the Illinois side will be at the Drury Inn on North Bluff Road at the intersection of I-55/I-70 and Highway 157 in Collinsville. Departure from Collinsville will be at 7:30 a.m. Arrival in Monticello should be around 10:30 with a departure around 2:30 p.m. We should be back in St. Louis around 6:00 p.m.

Cost of the trip is \$53 per person and includes transportation to and from Monticello as well as admission to the private train. Soft drinks will be provided on the bus. There is no entrance fee for the museum. The trip will be limited to 45 people.

Tickets will be on sale at the March and April NRHS and NMRA Chapter meetings or you can reserve space by sending a check or money order (payable to St. Louis Chapter NRHS) to:

Rick Sprung
Trip Director, St. Louis Chapter NRHS
10101 Carolynne Drive
St. Louis, MO 63128

Please include your phone number, e-mail address, the name of all riders, and indicate whether you will board the bus in St. Louis or Collinsville. Credit cards are not accepted.

For additional information contact Rick Sprung (314-842-5980 evenings, e-mail sprung@att.net) or Ron Gawedzinski (314-846-5559, e-mail rwgawed@yahoo.com).

Gateway Division Website Updates

by Richard Schumacher

I have now added an RSS Feed to the GatewayNMRA.org website. The feed will publish new articles (webpages), existing content that was substantially updated, and Division announcements (such as info on the next Division meeting).

You can also opt-in subscribe via email to this information. You will only get an email on the days that an update or new article first appears.

The links to access the feed or email subscription have been placed on a number of pages, and is available on the right side ("Subscribe to this Website") of the home page (http://www.gatewaynmra.org/).

If you don't use an RSS Feed Reader or have a browser that shows feeds, you can see the content of the current feed at

http://www.gatewaynmra.org/rss/

or by clicking on the RSS Feed link http://feeds.gatewaynmra.org/GatewayNMRA.

Boxcar Grain Loads

by John Carty

On my layout sits the Harrison-Switzer Milling Co. Given my modeled year of 1955, grain arrives via boxcar. I lettered a quartet of cars as being leased by the company owning the mill from my St. Louis & Belleville Electric. Since the cars were from Athearn with the requisite operating doors, I decided to add grain loads. When bulk grain shipped by boxcar, grain doors were placed within the door openings of boxcars, usually reaching about halfway up the opening, to prevent the grain from spilling prematurely. Most

grain doors consisted of wood, although cardboard braced with boards also saw usage.

First I lettered the cars with decals produced using Microsoft Word and also Champ data sets, which I secured using Testor's Dull Cote. I then made grain doors. I scribed part of the cardboard liner from one of the Athearn boxes every six scale inches using an X-acto knife. Since the door openings were six scale feet wide and nine scale feet high, I cut the doors nine scale feet long and four and a half high. My seven-year-old daughter, Maggie, painted the doors brown for me, and I installed them inside the openings using industrial grade rubber cement (Photo 1).



After installing the grain doors, I measured the inside dimensions of the car. The interior of the car measured thirty-eight feet by eight and a quarter. Digging through some scrap wood, found some particleboard, which was



nine-sixteenths of an inch thick. I cut the particleboard into strips measuring one and an eighth inches (8' 2") wide by about five and an eighth (37') long. Since it would be difficult to see the ends of the loads in the cars, the loads need not reach the ends.

On top of these blocks, I painted thinned white glue. Over this I piled sawdust. I secured the sawdust using additional diluted white glue (Photo 2).



After the glue had dried and the car lightly weathered, I glued the load to the floor of the car (Photo 3).



I then installed the floor into the car body (Photo 4). Now my mill has grain to grind into flour for the population of my layout to eat.

Overview of Interurban Railroads

An Introduction to Modeling Trains Under the Wire

by John Carty

What is an Interurban?

An Interurban railway, also called a radial railway in parts of Canada, was a type of passenger railroad that enjoyed widespread popularity at the turn of the twentieth century in North America. Interurbans often extended city streetcar lines to connect urban areas or to stretch from urban to rural areas. Companies started operations using cars drawn by draft animals. With the advent of practical electrical power, systems converted their lines to the new technology in an era when steam railroads had not yet adopted electricity to any large degree. Many companies also owned electric utilities providing electrical power in the cities in which they operated.

Clean, convenient, and efficient, interurban lines faded with the advent of the personal automobile. Remnants remain as commuter railroads or as freight short lines.

Types of Interurban Railroads

Several basic types of interurban exist. The first consists of streetcar lines. Operators laid rails right down the middle of streets after obtaining a franchise from the municipality. This created the first effective mass transit in the country. Lines connected residential neighborhoods with commercial districts. As bonus to the cities, the franchise often required the streetcar company to spray the streets during the summer months to keep down the dust resulting from dirt streets.

The second type of company connected local communities. This type of line often resulted from extensions of streetcar lines. These companies operated regularly scheduled transportation between communities. Although tracks ran down streets, companies used private rights of way between towns, which often paralleled steam roads.

A third type of company moved freight. Although passenger lines did provide parcel services within their territory, freight lines specialized in bulk freight just like many steam roads. These roads utilized street running, private rights of way, or both. Such an operation may switch a small area like a wharf. On the other hand many companies created an operation of this type to haul a particular commodity such as coal. Motive power for freight operations consists of "motors."

The last type of interurban consists of a combination of the above types. Usually larger operations moved both freight and passengers. One of these, the Illinois Traction System or Illinois Terminal, became the only class 1 electric railroad in the United States. From the standpoint of the modeler, an interurban providing common-carrier service provides the most interesting opportunities.

Why Model an Interurban

So the question remains: What can an interurban add to my layout? That depends on the approach taken. As an adjunct to a model of a steam road, an interurban provides contrast. First, by constructing a "mere" loop, the cars provide animated "scenery." Next, stations could provide additional destinations for operators to provide connections for

passengers and express freight. Finally, interurban operations expand the operating potential the layout as a whole. These options stem from adding an interurban to a layout featuring steam road(s).

If you wish to focus on the interurban in your layout, the electric road provide other incentives. As model railroaders, we constantly make compromises in our creations. Selective compression, tight curves, short trains, forced perspective, etc. dominate our attempts to create in limited space.

With the interurban railway, however, tight spaces defined the prototype. City buildings create man-made canyons along the streets restricting the minimum radius for street tracks to as little as thirty-five feet (5 inches in HO scale). Also one or two cars often constituted trains. Additionally, most car lengths typically reached no more than 40 feet, with a few as long as 50 feet. These restrictions dovetail nicely into the constraints governing model railroading.

The opportunity to create unique models provides an additional plus to modeling an interurban. Although manufacturers market many excellent models, interurban railroads often created many needed pieces of equipment from older stock on hand. This allows the modeler the impetus to kit bash or scratch build to fill these niches. In addition requirements for the Achievement Program of the NMRA beg to be fulfilled by constructing an interurban layout with its resident equipment.

General Practices of Interurban Railroads

Although every company followed their own policies, some practices

may be found in most companies. Schedules for city systems authorized cars on close headways. Sometimes cars followed one another by as little as ten to twenty minutes similar to buses. Interurban schedules reflected those of steam roads. The one difference came from the greater frequency of trains on electric systems. Additionally, loading and unloading occurred at both station platforms and right in the middle of streets. All electric systems provided clean, quiet, and convenient service.

As mentioned earlier, the franchises allowing interurban and streetcar systems to operate on streets often required the companies to spray to control dust. Companies used special cars for this consisting of a water tank and spray apparatus. Additionally, just as steam roads sprayed their rights of way for weeds, electric railroads sprayed not only their own private lines but also the city streets when required by contract.

Tracks in the streets presented special challenges. Vehicular traffic added wear and tear beyond that created by the equipment of the railroad. Such traffic also complicated maintenance, since the lines occupied public space. Rails occupying a portion of public space also created some advantages. Reversing loops sometimes circled a block or blocks. Additionally, some lines consisted entirely of a loop around a particular area, which allowed cars to circulate around, for example, an entire shopping district. Systems rarely owned more cars than required by rush hour, so only a minimum of units occupied storage

and barn tracks during peak times. Prior to the start of peak traffic, systems staged cars where needed, such as at a stadium or large factory prior to the end of a game or shift respectively.

One problem facing interurban railroads stemmed from the nature of their market. Passenger service catered to the worker traveling to and from work. This provided excellent density during the week but left the weekends a bit thin. To generate traffic during the weekends interurban railroads built venues. Among these venues were amusement parks and piers (similar to Navy Pier). The railroad companies did necessarily build these attractions themselves but provided a connection and/or location for a local entrepreneur, municipality, or syndicate to finance and construct the amusement. Other types of venues included parks like Landsdown in East St. Louis and Creve Coeur Lake in St. Louis County. The dance hall at Horseshoe Lake near Collinsville, Illinois represents another entertainment venue.

Local Interurban Railroads

A number of streetcar lines operated in St. Louis.

The Illinois side of the river boasted several lines as well. The aforementioned Illinois Terminal operated from Peoria and Danville across the Mississippi River via the McKinley Bridge to St. Louis. This railroad holds the record as the longest electric railway system in the United States. Until switching to diesel locomotives in the middle of the century, the Illinois Terminal carried both passengers and freight.

It also operated a "steam division" in the Granite City area switching local industries.

The other main interurban system on the east side of the Mississippi River operated under the umbrella of the East St. Louis & Suburban Railway, the "Great East Side Electric Railway System." This interurban system resembled an octopus stretching from Godfrey to Waterloo, Illinois and from St. Louis, Missouri to Lebanon, Edwardsville, and Freeburg in Illinois. Within this system the St. Louis and Belleville Electric Railway moved coal from mines in Belleville and Freeburg to power plants in East St. Louis. In addition passengers rode trains belonging to the East St. Louis & Belleville Street Railway; East St. Louis, Columbia, and Waterloo Railway; and the East St. Louis and Alton Electric Railway. This company also operated the cars traversing the upper deck of the Eads Bridge. Formed by acquiring independent companies and mergers, the East St. Louis & Suburban sold off lines and abandoned other lines in the thirties leaving only the St. Louis & Belleville Electric, which became the Peabody Short Line.

Infrastructure of Interurban Railroads

Interurban railways ran on relatively light rail and roadbed. Companies laid standard rails down the middle of dirt streets and converted to girder rail, rail with an integrated flange way, imbedded into the pavement when cities began paving streets. Track imbedded in the pavement required steel spacers to maintain gauge. Single point turnouts served in the streets to help minimize moving parts where abuse from

street traffic increased maintenance costs. On private rights of way light rail with ties spaced further apart than on roadbeds of class one steam roads served to guide trains on their way. Interurban systems built roadbed to a lower profile than that used by steam roads, with the notable exception of the East St. Louis & Suburban whose roadbed stood four feet tall as protection against washouts and flooding. Regardless of the location of rights of way, clearances remain close, especially on streets. Overhead wire contributed to additional vertical restrictions, being only twenty to twenty-two feet above the railhead. Power distribution came in several forms. First, overhead wire stands out as the most common and stereotypical. As mentioned above this hung about twenty feet above the railhead. This wire provided power while the rails functioned as the ground. Poles with span wire strung between them or metal poles with arms suspended the overhead wire. Additionally, some systems supported the overhead with centenary, which gets its name from the logarithmic curve the hanging support wire assumes. As common as this method remains, maintaining the wire in the center of the tracks required not only diligent maintenance but also clever mathematics and engineering. A second manner of powering cars and motors utilized a third rail. Once again, the running rails provided the ground leg. The Chicago Transit Authority remains the most notable example of this kind of power distribution. Although overhead wire remains vulnerable to the elements,

third rail power poses greater danger to people and animals. Given this danger of contact, third rail and street tracks do not go together.

The last common method of providing power puts a wire in the street. Streetcars carry a probe that passes through a slot in the street between the rails, where it makes contact with a wire. As in the previous methods, the rails function as the ground leg. The streetcar system in Washington, D.C. utilized this system in some areas while using overhead in others. Cars in D.C. often carried both types of equipment. This method should not be confused with cable cars in which the cable constantly moves and cars grab it in order to travel down the street.

Every railroad uses stations and interurban utilized a variety. Some built their own stations. The Illinois Traction System built dedicated stations in many of the towns they served. These structures often included power substations. The East St. Louis and Suburban built dedicated stations at either end of the line over Eads Bridge. Both systems also utilized flag stops between towns, which often consisted of a simple lean-to. Many interurban companies used existing structures to serve as stations. These stations consisted of little more than a ticket counter in the lobby of a bank or even at the counter of a drug store or dime store.

Companies operating interurban systems watched every penny. With little margin and small budgets, survival depended on creative use of resources. Companies reused virtually everything. Nothing was

thrown away. In the days when horses and mules pulled cars, even the animal wastes could be sold. Cinders from powerhouses provided ballast for the tracks. Additionally, retired cars found new employment as maintenance of way equipment, freight motors, or even cabooses. These practices provided the infrastructure of interurban railways considerable character.

Interurban Equipment

A variety of equipment plied the rails of interurban systems. Passenger equipment took a variety of forms. Streetcars varied considerably in size and styling. Early cars rode on four wheels and featured either open, closed, or convertible bodies of about twenty-five to thirty feet in length. Longer cars riding on two four-wheel trucks replaced these and featured windows, which could be left open or closed as dictated by the weather. Competition in the Thirties resulted in the President's Car Committee designing a streamlined car body. Called "PCC Cars," the introduction of these streetcars sported Art Deco styling giving systems a modern look. Any of these types of cars could be coupled together to run, although in practice only similar cars were put together.

Interurban equipment also varied. Passenger motors handled similarly to streetcars, except for being heavier. Some motors strictly carried passengers, while others contained a baggage compartment for baggage and express freight. These motors also pulled trailers, which were simply cars less traction motors. Trailers functioned in a manner much like passenger cars on steam roads and could be classed as coach,

baggage, sleeper, or even parlor cars. Sleeper and parlor tickets required extra fares just like on the steam roads. Although lighter and shorter, these cars sported similar appearances to passenger cars of the same period. In the years following World War II, some companies, including the Illinois Terminal, purchased streamlined sets as well as individual cars. The number of passengers continued to decline starting in the twenties and, despite innovations, resulted in the demise of most interurban passenger systems.

Interurban railroads used many kinds of freight equipment. Some companies like the Illinois Terminal and Pacific Electric used standard freight cars of all kinds. Most interurban systems, however, used specialized equipment, which sported a number of distinctive features. First radial ends allowed freight cars to navigate tighter curves than straight ends. Additionally, equipment rarely exceeded forty feet in length. Swing couplers as opposed to fixed draft gear also assisted the navigation of city streets. Builders applied these features to most classes of cars: box, flat, hopper, and gondola. As noted above companies built cabooses from whatever was available.

In a similar manner maintenance of way cars usually began life as something else. Old streetcars and motors bought a new lease on life as line cars used to maintain the overhead. Aged flats carried supplies including rails, ties, and trucks as well as damaged cars. Additionally, shops installed derricks on flats or modified motors. Also, old

streetcars entered the shops to be reborn as snow sweepers. Finally, tool and crew cars invested the bodies of old streetcars and boxcars. Imagination provided the only limit to what the interurban companies could create.

Products Available

To create an interurban system in miniature requires material and equipment. In HO scale, which I model, Bowser markets an extensive line of products. They carry both PCC and Brill streetcars as well as kits to repower older models. In addition Bowser carries a line of interurban motors. For the model looking to build his own models from scratch, they also sell motors, power trucks, and trolley poles.

Orr sells a complete line of girder rail for installation on the modeler's city streets. Also, Bachman markets both PCC and Brill Streetcars. In contrast Precision Scale Models provides a line of trolley poles, trucks, springs, and castings. Alpine Scale Models sells wire and line poles but has discontinued quite a number of castings for hanging wire. Finally, Light Rail Products also markets kits for both streetcars and freight motors as well as wire and parts for cars and poles. Kits for cars and motors as well as brass cars many be found through Funero & Camerlengo,

Division Minutes

Gateway Division Meeting Minutes for January 19, 2009

Clinic: Dave Neubauer of the Wabash, Frisco, and Pacific Railroad showed us a video history of the WF&P RR. Everyone enjoyed learning about the history of the

LaBelle Woodworking, and MTS Imports.

Available Resources

An interested modeler can find many books and other resources. Carsten's publishes both the Traction Planbook and Traction Handbook. For prototype photographs, Morning Sun Publishing produces numerous books on the Illinois Terminal in particular and traction systems in general. Historical Societies such as the Illinois Tractions Society produce magazines containing excellent articles and photographs in addition to their websites. The website Trolleyville.com provides an excellent supply of links, articles, and photographs. Also, the website of the National Model Railroad Association contains a variety of information including the standards and recommended practices. Finally, local libraries maintain a variety of resources in their collections including newspaper articles, histories, photograph collections, as well as maps.

Conclusion

Interurban and streetcar systems provide a fascinating glimpse at a bygone era. From a modeling standpoint they also provide a variety of modeling opportunities. Enjoy.

recorded by Don Ayers, Clerk

WF+P, and enjoyed his humorous commentary.

BUSINESS MEETING

Superintendent Hank Kraichely called the meeting to order at 8:10 PM. There were 26 members present and 3 guests, including our guest speaker.

Minutes of the Dec 15, 2008 Meeting: The minutes were approved without comment. (These were from Ron's last meeting as Division Clerk. Thanks, Ron!!!)

Treasurers Report: Dave presented the December report and also the 12 month summary for 2008. The 12 month summary show that the Division took in \$2340.23 less than we spent. Hank reminded the members that we bought the laptop computer in 2008, plus the membership voted for a donation to the VFW hall in O'Fallon, IL for their roof repairs. No questions. Treasurer's report approved.

Merchandise Report: Tim reported that, while we still have a few sets of 33" wheel sets left, the Division will be ordering wheel sets again from Intermountain. The minimum 100 pack planned order will include mostly 33" and a few 36" wheel sets, and some "near scale" wheel sets for Gregor, all in HO scale. These will then be offered at a great price to members. Hank opened the floor to any other member who might wish to order wheel sets in another scale.

RPO Report: Mike Thomas was not present to make the report.

Directors Report: Jim reminded members present that this year's regional convention will be in Wichita, KS. See below. Cedar Rapids, IA will host in 2010. Jim also talked about GD monthly meeting attendance compared with other divisions within MCOR. We are the largest Division by member count. He estimates about 10 - 15% of our membership are active.

Dave Roeder was presented plaques for his contest entries at last year's MCoR Convention in Branson, MO.

Achievement Program (AP) Report: Don Taschner presented certificates to the following individuals:

Dave Bartz for Chief Dispatcher.

Phil Bonzon for Scenery, Prototype Model, and Structures. Phil is continuing to work on civil and locomotives.

Monthly Meeting Clinician Report: Tim reported that he was working with Brian Post to put together a decoder installation clinic that would be led by Brian, but with volunteers taking 10 minutes or so apiece to demonstrate specific challenges with a particular locomotive. Tim had a signup sheet available.

Old Business

A motion was made by Ron Kraus to destroy the ballots from the recent Division officer election. Dave Bartz seconded.

New Business

Bob Amsler wants to host at his home a group of individuals who are interested in teaming together to earn one or more AP certificates. He will get the details together, send an email to the clerk, who will forward to the membership. Also see his column in the latest RPO.

Hank referred to the minutes of the officers planning meeting minutes that were passed out and highlighted the following items for the members present:

Fall Meet: This is a money maker for the Division, but does not cover all of our annual expenses by itself.

Project Layout: The project layout has been a moneymaker for us in the past, but the Division has not been able to get enough volunteers in recent years. Hank opened the floor to anyone who wanted to volunteer for one or more of the 3 main jobs: chairing the project, building it, and moving it around to shows. No volunteers were gleaned from the group present.

Publication Fee: The publication fee that members pay now doesn't quite cover the postage for the postcards, let alone the quarterly RPO mailing that members receive. Ron Kraus made a motion to increase the fee to \$5 a year, Ron Gawedzinski second. Motion Passed.

Host another train show: This idea was kicked around at length with no resolution. Time of year, advertising, and conflicts with other shows were all discussed. Tabled.

White Elephant: Chris Oestreich suggested that, as a money maker for the Division, members donate their unwanted, or "White Elephant", items to the division for sale at a train show. Tabled.

Fees: Charge fees to members for outside activities. Tabled.

Lack of volunteers, low attendance: No new ideas from the membership.

Clinic ideas: Hank will approach manufacturers and see if the Division can buy some inexpensive kit, and then that would be a clinic for an evening.

Model contest night: Combine with item above? Even combining with AP judging?

Member slide night: Possible clinic for this year. People willing to share slides should give their name to Tim.

Activities Chair: Ron Gawedzinski was appointed as Activities Chair. He is planning joint activities with the National Railway Historical Society (NRHS):

1. Operate on the Society of Model Engineers HO scale layout in Quincy, IL. This is set for Sat, Mar 28.
2. Visit, tour, and ride on a historic Illinois Central coach at the Monticello Railway Museum in Monticello, IL. The combined group will charter a bus for the trip. More info will be forthcoming on current pricing. He is working to coordinate some Saturday in May for this trip.
3. Another joint picnic at WF+P location. The last one was enjoyed by all who attended. After Labor day.
4. Visit to a prototype railroad location?

Announcements

Boeing Train Show at Queeny Park, Ballwin, MO, March 14, 10AM to 3PM.

The Chisholm Trail Division will host the MCoR Regional Convention in Wichita, KS, Jun 12 – 14, 2009.

The NMRA National Convention will be in Hartford, CT, 5 – 12 July, 2009.

Gateway Division Fall Meet, Nov 7, 2009 (plan your clinic to present!)

30th Annual National Narrow Gauge Convention will be held in St Louis in 2010.

The 75th NMRA Convention will be held in Milwaukee next year (2010).

50/50: \$29 was collected with \$15 going to Rich Zellich and \$14 going to the Paymaster.

Adjournment: Tom Bousman made the motion to adjourn at 9:30. A hearty second was made by most present!

Respectfully Submitted,
Don Ayres, Gateway Division Clerk

Gateway Division Meeting Minutes for Feb. 16, 2009

CLINIC

We had a “Member Slide Night” with multiple presentations in both digital format, and good old fashioned 2” x 2” slides. (Thanks to Brad Joseph for the loan of his film type slide projector.) The following individuals presented on various modeling and prototype subjects:

Dave Roeder, Gregor Moe, Venita and Rich Lake, Mike Thomas, Tim Stout, Phil Bonzon

BUSINESS MEETING

Superintendent Hank Kraichely called the meeting to order at 8:38 PM. There were 16 members present and 1 guest: AJ Holko hasn't decided which scale to model in yet, (leaning towards HO), but does have a very specific idea about what he wants to model – coal loading on Lake Erie. Welcome, AJ!

Minutes of the January Meeting: The minutes were approved with corrections.

Treasurers Report: Dave presented the monthly report and highlighted a \$1000 expenditure. This is an annual cost for web services. No questions. Treasurer's report approved.

Merchandise Report: Tim reported that he has very few 33” wheelsets left, and a few “N” scale gauges. Wheelsets will be replenished when the new order comes in. They have been ordered.

RPO Report: Mike Thomas reported that the deadline for submissions for the next RPO is April 1. The issue will be in mailboxes about 3 weeks after that. As always, new articles are being sought for July's issue and beyond. He is looking in to resizing the publication to save on postage.

Directors Report: Jim was present, but had nothing new to report.

Achievement Program (AP) Report: No report. Don Taschner was not present.

Monthly Meeting Clinician Report: For April, possible clinics from either Curt Regensberger or Jimmy Ables are anticipated.

In May, a structure from Woodland Scenics, provided by the Division, will be given to attendees and started. At a future Division meeting, these structures should be brought back, finished and detailed, for popular vote judging by the membership. Bring your extra

detail parts to the meeting to swap and apply to this project – share the wealth!

June or July – another operating session at K10 hobbies is being considered.

July or August – Woodland Scenics kit judging

Greg Gray will be asked to repeat his weathering clinic in Illinois.

Tim is working with Brian Post to put together a decoder installation clinic that would be led by Brian. Members would bring in a locomotive, decoder, and other materials and install their own decoder as Brian oversees. Tim had a signup sheet available.

Old Business

Hank summarized the minutes of the Officers Planning Meeting again for those present, including the 2008 financial report. Hank reminded the members that the deficit we saw in 2008 was brought about mostly by 2 things: the laptop computer that was purchased, and also because the membership voted for a donation to the VFW hall in O'Fallon, IL for their roof repairs. No other questions on the items that were summarized in last month's minutes. Closed.

Hank also pitched the “white elephant” sale (where members would donate their unwanted railroad items to the Division for sale at a show.) This idea was positively received by the membership.

In Ron's absence, Hank reviewed upcoming activities that are being planned jointly with the National Railway Historical Society (NRHS):

1. Operate on the Society of Model Engineers HO scale layout in Quincy, IL. This is set for Sat, Mar 28.
2. Visit, tour, and ride on a historic Illinois Central coach at the Monticello Railway Museum in Monticello, IL. The combined group will charter a bus for the trip. More info will be forthcoming on current pricing. It looks like this trip will occur either the 2nd or 9th of May.
3. Another joint picnic at WF+P location is being planned on 19Sep. The last one was enjoyed by all who attended.
4. Visit to a prototype railroad location?

New Business

Rich Lake inquired about when the next “quarterly” layout tour would be. Hank will investigate.

Announcements

Bob Amsler wants to host in his home a group of individuals who are interested in teaming together to earn one or more AP certificates. See his column in the latest RPO. E-mail Bob if you are interested. ramsler@charter.net

Bill Birdsell announced that the Barriger Railroad Library travelling exhibition will be on display at the UMSL campus. This free event runs from March 7 to Sept 20. Call 314-516-7240 for further information. (Bill also made a couple of other announcements for events that will have passed by the time these minutes are read by the membership.)

Perpetual Announcements:

The Chisholm Trail Division will host the MCoR Regional Convention in Wichita, KS., 12 – 14Jun, 2009.

The NMRA National Convention will be in Hartford, CT, 5 – 12 July, 2009.

Gateway Division Fall Meet, 7 Nov, 2009 (plan your clinic to present!)

30th Annual National Narrow Gauge Convention will be held in St Louis in 2010.

The 75th NMRA Convention will be held in Milwaukee next year (2010).

50/50: Twelve dollars was collected and all of it went to the Paymaster!Yes, Dave won! Dave promised to deposit \$6 into the Division account.

Adjournment: Rich Lake made the motion to adjourn at 9:16. A hearty second was made by most present!

Respectfully Submitted,
Don Ayres, Gateway Division Clerk

Gateway Division Director's Report For The January 2009 MCOR BOD Meeting

by Jim Anderson: Gateway Division Director

I. General Comments

The Division continues to meet on a rotating basis between the VFW Hall in O'Fallon, IL and Trinity Church in Chesterfield, MO. The average monthly attendance continues to hold in the 25-40 range. Meeting announcements are communicated by postcard to members who have paid their annual \$3/year

subscription fees or via e-mail to members who prefer this method of communication. Meeting info is also posted on the Gateway website which is www.gatewaynmra.org.

II. Division Monthly Meetings/Clinics: June Through December

- June: "Operation of the CB & Q Hannibal Division"(Hank Kraichely)
- July: "AP Awards Program Review"(Marty Vaughn)
- August: "Window Treatments on Buildings"(Gregor Moe)
- September: "Building N Scale Buildings From Blocks Of Wood"(Fred Houska)
- October: "Visit to K-10 Model Trains"(Tim Stout)
- November: "Annual Gateway Division Holiday Party"
- December: "Division Swap Meet at VFW Hall"

III. Fall Meet

The Fall Meet held at Trinity Church on November 1 was very successful. We had about 250 paid attendees plus about 90 non-paying children under 12 years of age. There were 6 operating layouts in addition to 55-60 dealer tables.

IV. AP Activity

In the second half of 2008 the following awards were given:

- 1 Golden Spike
- 1 Scenery Merits Certificate
- 1 Prototype Merits Certificate
- 3 Car Merit Awards
- 1 Chief Dispatcher Certificate
- 5 Structure Merit Awards

V. Membership Activity

As throughout all of NMRA our Division continues to be challenged to retain existing members and keeping them active in Divisional efforts as well as adding new attending members. Recent membership data includes the following: 124 CK subscribers, 254 active NMRA members, 458 inactive members for a total of 712 in the Gateway Division territory. Within these totals are 54

Gateway members who are current with their \$3/year subscription fees. There are 82 members on our e-mail list who receive the monthly meeting notice over the internet. Efforts are underway to update this listing.

Other activities have been done to promote the hobby and increase membership.

- Quarterly layout tours on specific weekend done to visit Division member layouts.
- A joint meeting with the local NRHS group at the Wabash, Frisco and Pacific RR. Members and families attended with a ride on the WF & P , dining out etc.
- A visit to the UP DeSoto shops for a tour of the car and engine repair shops.

Mike Thomas continues to do an excellent job as Editor of the Division publication the RPO. Mike is always looking for articles to publish so any MCOR member that would be interested please contact Mike.

The Gateway website, managed by Richard Schumacher, is very busy. Stats for the month of October are typical of most months.

- Hits for entire site: 2,046,640(68K/day)
- Visits: 58,219(1940/day)
- Page views: 80,273(2675/day)
- Search engine referrals: 10,773

VI. Officers/Department Chairs For 2009

- Superintendent: Hank Kraichely
- Assistant Superintendent: Tim Stout
- Division Director: Jim Anderson
- Paymaster: Dave Lyon
- Clerk/Secretary: Don Ayers
- Membership Chairman: Hank Kraichely
- Monthly E-mail Notice Manager: Don Head
- AP Chairman: Don Taschner
- RPO Editor: Mike Thomas
- Gateway Website Manager: Richard Schumacher
- Fall Meet Chairman: TBD

Filler

by Mike Thomas



The RPO, like any publication or booklet that's saddle-stapled, has to have a page-count that's divisible by 4. Once in a while, the available content works out to being just right, but most of the time I wind up resizing photos or fussing with font sizes to expand or shrink an issue to fit the demands of a sheet of paper folded in half.

Ideally, I'd have an entire folder full of filler material: modeling tips, prototype or model photos, drawings or diagrams, data, or anything else that members might find interesting and which isn't time sensitive.

In practice, everything that's been submitted to me has already been printed, so I'm down to using my vacation photos as filler.

Above is an interior view of the trainshed at York, England, taken in January of this year. As in all cities in Britain, space is at a premium in York, and so the station platforms straddle the mainline – freights as well as passenger trains run right through the station. York remains one of the major rail centers in the United Kingdom. There are trains to London (two hours journey to the south) every thirty minutes or so during the day, with a rush of five trains departing between eight and nine each weekday morning; service drops off to about one train an hour in the evening. Service northbound to Edinburgh is similarly frequent, although without the morning rush.

If you'd like to avoid seeing any more of my vacation photos, send your own filler items for use in future RPOs. My address is on Page 2.

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 \$48 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 \$12 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 subscription to the Gateway Division *RPO* is \$5, running from July 1 through June 30. Members who subscribe 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

To join, visit our website and complete the form at <http://gatewaynmra.org/membership.htm>

Division Officers

Superintendent
Hank Kraichely

Assistant Superintendent
Tim Stout

Clerk (Secretary)
Don Ayres

Paymaster (Treasurer)
Dave Lyon

Division Director
Jim Anderson

