



Gateway Division - Mid Continent Region - NMRA

RPO

Winter 1994: Volume 1, Number 4

The *RPO* is the official publication of the Gateway Division of the Mid-Continent Region (MCoR) of the National Model Railroad Association (NMRA).

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Randolph Meyer

This Issue's Contributors:

Robert Amsler Jr.

Randolph Meyer

Your name could be here!

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Subscription to the *RPO* is one of the services provided by membership in the Gateway Division. Send new membership applications to the Treasurer.

The editorial content of this publication reflects the opinion of the Editor only, unless otherwise credited, and does not necessarily reflect the policy of the Gateway Division.

Advertising of interest to our membership is accepted for publication in the *RPO*. Contact the Editor or Treasurer for current rates and artwork size information.

Please send submissions, suggestions, letters, and address corrections to:

The Editor, RPO
c/o Richard Schumacher Associates
PO Box 510500
St. Louis MO 63151-0500

Articles may be submitted in any format (handwritten, typed, or plain unformatted text on disk - either 3.5" or 5.25"), photo submissions are currently limited to 35mm color slides or 35mm negatives.

The *RPO* is composed in *Microsoft Word for Windows* and imaged on a 1200 dpi QMS PostScript laser printer.

From the Dog House

by Randy Meyer

This is my first column as Gateway Division Superintendent. I would like to start by thanking the membership for their votes. In the coming year as your representative, I will do my best to carry out your wishes.

Some of you may be wondering about the title of this column. A "dog house" was a shelter for the head-end brakeman. It was found behind the oil or coal bunker on a steam locomotive tender. This was especially true on the Denver and Rio Grande Western's K-class narrow gauge engines. I see the Superintendent's position similar to the head end brakeman, being at the head of the train, but guided by the wishes of the membership.

There are five goals that I have for the coming year. All five goals have been proposed by the membership. The first is to increase attendance and membership in the Division. The second is having a non-railroad night out for our significant other. The third is the initiation of an "open loads" contest at the NMRA table at local swap meets. The fourth is making preparations for our first two-day Division Meet. The last goal is the presentation of a bid to the NMRA for the 1999 National Convention.

The last item may come as a surprise to those of you who were not at the December 20th and later meetings. At that meeting, a proposal was made and passed that the Division make a bid for the 1999 National Convention. When I contacted Mr. James Williams the next day, I was informed that a letter of intent had to be mailed by December 31, 1993. The letter had to

have at least twenty-five NMRA member's signatures. This initiated a frenzied effort on the part of myself and other Division members to get the letter typed and distributed to as many people as possible. I would like to thank Chris Thies, Hank Kraichley, Phil Sheahan, Dave Reid at Hobby World, and Bob Wohlschlaeger at Tinker Town for their help in getting more than thirty names. The letter was mailed December 31, 1993.

Thanks for your support, happy railroading, and call me if the mood strikes.

Call for Articles

The *RPO* needs you! It is very hard to publish a newsletter without articles, photographs or artwork to include and we don't have any right now. You gain AP Author points for material included in the *RPO*. And it would be *very easy* for your materials to be included now.

Articles can be handwritten, typed or on a computer disk (MS-DOS disk in plain ASCII text, *Microsoft Word* or *WordPerfect* formats, or Macintosh disk in *Microsoft Word* format).

Photographs can be 35mm color slides or 35mm B&W or color negatives. The original 35mm slide or negative will be returned to you after it is used.

Send your submission to the editor at Box 510500, St. Louis MO 63151-0500 or give it to me at one of the meetings.

Check out Randy's cover photo and Bob's operation column in this issue!

Letters to the Editor

The following letter was received in response to the Superintendent's column in *RPO* Vol. 1, No. 2.

"I hope you will permit me to correct the impression given in the article on page 3, of the Summer Issue of *RPO*, that the Turkey Creek Division was somehow awarded the 1998 NMRA National Convention almost by default. The national convention rotates yearly between three segments of the United States. 1998 was to have been an 'Eastern' convention location. However, it was announced that only the city of Ft. Lauderdale, Florida, was interested in bidding. It was our original intention to bid for the 1999 convention for the Kansas City area. However, in order to make the bid a truly competitive one, we were asked by the NMRA National Convention Chairman to move our bid up one year."

"What that meant was that our preparation time shrank from almost a year and a half, to just five months. It also meant that we would be at the decided disadvantage of bidding out of rotation. We assumed from the very beginning that the Ft. Lauderdale Committee would be formidable competitors; indeed we took nothing for granted. The Lauderdale group made an excellent presentation. In fact, they even had the foresight to have their Convention Bureau Marketing Director make a personal presentation to the Board at Valley Forge."

"I am proud to say that Turkey Creek Division was able to bring the NMRA National Convention to Kansas City in 1998 by a Board vote of 20 to 4. We didn't back into it by any means ... in

fact, we feel as though we earned it the hard way.”

“Let me add that all of us involved with the *Heartland Express - KC '98*, are extremely pleased at the interest shown by your Gateway Division members in helping make the 1998 Convention a success. We will be happy to have the help.”

“Keep up the good work!”

Larry R. Long, MMR
Rt. #1 Box 217A
Peculiar, Missouri 64078

Division Meeting Minutes for 12/20/93

Meeting called to order by Randy Meyer at 7:15 pm at the Collinsville site. Chris Thies was not available.

Bob Amsler presented an interesting clinic on Operations. A break followed at 7:48 pm.

Business meeting called to order by Randy Meyer at 8:14 pm. A motion to dispense with the reading of the minutes was made, accepted and approved.

Phil Sheahan reported an open loads contest at the Gateway Division NMRA booth at the March McDD show.

Old Business: Motion made to submit a letter of intent for the 1999 National Convention, question called and approved. John Winter appointed chair of the Gateway Division clinic project railroad committee.

New Business: Ballots counted by the election committee, Phil Sheahan, Hank Kraichely and John Hardy. Randy Meyer was elected as Superintendent, with Chris Thies as

Ass't Superintendent, Richard Schumacher as Secretary and Ken Thompson as Treasurer.

Due to location scheduling problems, the Mississippi Valley N-Scalers will join with the Gateway Division for a combined “super show,” two days clinics, two days layout tours, and up to 150 tables. Proposed name is “The Gateway Division NMRA and Mississippi Valley N-Scalers Joint Metro St. Louis Train Show.” Planning committee will meet again on Jan. 11. The gate is to be split 50-50. Costs (advertising, clinics, plaques) split 50-50. Tables, and cost of tables, split 2/3 MVNS, 1/3 GD.

Randy Meyer, MCoR Board member, informed that the Region is asking for meet dates for the next five years. Motion for 3rd Saturday in October as the Gateway Division meet date was seconded and approved.

Motion for Venita Lake to write letter of intent to Ron Williams was accepted (“with assistance”) and approved.

Dave Wendt presented a plaque from the Big River Valley to Randy Meyer as a “Master Plaster Blaster.”

The Museum of Transportation indicated it may want to charge for the use of their site for Division meetings. A search for an alternative site is in progress if an agreement cannot be reached with the Museum.

Meeting adjourned at 9:01 pm.

Dispatcher's Desk

by *Bob Amsler*

Welcome! This is the first column in the *RPO* about operation and I plan on writing one every issue. If any of you

ever have any questions, suggestions or comments, please either drop me a line, call me on the phone or talk to me at a Division meeting. I am in the Division Directory.

Some people believe that operation is not any fun and fear the "complexities" that they believe are inherent in it. However, I believe that these sentiments are false and fears unwarranted. In fact, based on the clinics I have attended and given, I find many people interested in prototypical operation and applying it to their layout.

Operation is basically common sense applied to the function of a railroad. This may not be readily apparent, but, based on what I know, that is the truth. Railroads are in the business of making money for their stockholders through the transportation of goods (and people in the case of passenger service) from one place to another. The best way to do this is to move the product in as few moves as possible and as quickly as possible. This minimizes the amount of time spent with any one load providing more time to work on the needs of other customers. When reality is interjected into this formula one realizes that these goods must be moved efficiently in trains from the shipper to one or more yards until they are placed in a train headed toward the receiver. The train will be broken up in a yard near the consignee and the load will then be sent to either another local yard or straight to the receiver based upon which yard is the home of the way freight that serves that consignee. This process is the most efficient way to move a product from one company to another. Now there are some trains that do not operate in this fashion (unit trains are one example) but this is how the majority of goods are moved.

When the car is empty and ready to return to the owner's home rails, it will be put in a train heading towards the originating road. If the car is in freight pool service it can be loaded with goods and shipped to another recipient in the general direction of the originating road. If the car is not in freight pool service, the car must be sent back empty to the railroad which sent the car to the road which now has possession. This is done so that the railways which profited in sending the loaded car to the receiver would also share in the burden of transporting the now empty car to the owner.

For example, car 1 (a Pennsylvania box car filled with toys) is sent by the Pennsy from the shipper in New York to the Missouri Pacific in St. Louis which transfers the car to the Southern Pacific for a distributor in Los Angeles. If the car is in freight pool service, the Southern Pacific can now send the empty car to another customer to fill with washing machines for shipment to Louisville & Nashville in Memphis which will deliver the car to Nashville. Then the Louisville & Nashville will, if possible, load it at an on-line shipper and send it to the Pennsy directly or to another railroad in the general direction of the Pennsylvania. If the car is not in the general freight service, then the Southern Pacific must send the car to the Missouri Pacific which will then send the car to St. Louis to make a connection with the Pennsylvania. Thus those railroads who profit in the shipment of the boxcar also share in the cost of returning the non-freight pool car to the owner.

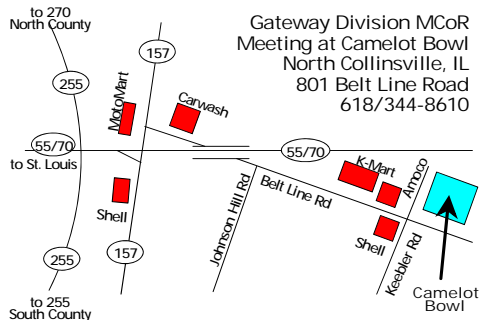
We can explore more of this in the future and the impact of common sense on the railroads. Until later, I hope all the signals you see are green over red!

[Bob's new operation column will appear each issue - Ed.]

Where's The Meeting?

Meetings in odd numbered months (January, March, May, July, Sept., and November) are held at the National Museum of Transportation on Barrett Station Road in West County.

Meetings in even numbered months (the other ones) are held at Camelot Bowl in North Collinsville (see map).



Meetings are the third Monday of each month with the clinic portion starting at 7:00 pm. The business meeting follows the clinic after a short break.

Adventures in Wiring

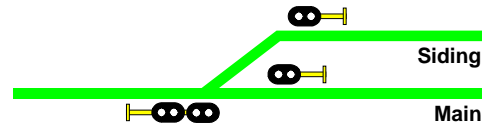
by Richard Schumacher

Last issue we examined the logic behind how 2-input NAND gates can be connected to control two-color signals. The circuits were designed with two inputs, either of which activate the red indication. This design was chosen because there are usually two possible sources of a "red" for model railroad signals: block occupancy and turnouts set against the flow of traffic.

In our project signal circuit design, we decided to use two-color signals as it

simplifies the logic circuits and reduces the layout wiring required. We decided to combine the function of the many kinds of prototype signals and use on the model only two types: a one headed block signal and a two headed route signal. The route signals are located at the point end of a turnout.

A passing siding is a common signal situation you would want to wire. We would use a two headed route signal at the point end of the turnout, and single headed signals on the main and siding. Some modelers may prefer using a dwarf signal on the siding.



We would want the single headed signals to indicate (a) if the main is occupied and (b) if the turnout is aligned correctly (red if it isn't).

The two headed signal needs to be wired to easily show the status of the main and siding, and on which route the turnout is aligned. We do this by allocating the top head to indicate the main route and the bottom head to indicate the siding. When the route is occupied, we want a red indication on the head for that route.

If we set a "red" on the head for the route you can't travel (the one the turnout is *not* set for), we can also simulate the speed restrictions of prototype routing signals at the same time we indicate the turnout's route. For example, if both the main and siding are empty, but the turnout is set for the siding, this gives a "red over green", an appropriate indication when "taking the siding." With the turnout

aligned for the main, the engineer would see a correct "green over red".

We can create a table for where we want red indications for each setting of the turnout. "N" is the normal (main) route for the turnout and "R" is the reversed (siding). The route signal has a "T" (top) and "B" (bottom) head. The table's top row are the signal heads.

	Siding	Main	Top	Bottom
R		<i>Red</i>	<i>Red</i>	
N	<i>Red</i>			<i>Red</i>

The combinations where we didn't mark "red" will have the indication determined some other way - like if the block ahead is occupied.

However, with today's slow-motion turnout motors, there are actually three positions for a turnout: main, siding, and *in-between!* We would want all the signals red for the "in-between."

Next issue we will use two inexpensive IC chips to control all four of these signal heads, and include the control logic for all *three* turnout positions.

Division Call Board

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Treasurer
Ken Thompson
(314) 694-2247

Event Committee Chairman
Phil Sheahan
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Achievement Program Chairman
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(618) 233-8140

Calendar 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 here in future *RPOs*.

Mon, April 18, 1994

Gateway Division Meeting
7:00 pm Camelot Bowl (Collinsville)

Mon, May 16, 1994

Gateway Division Meeting
7:00 pm Museum of Transport

October 15 & 16, 1994

Gateway Division Annual Meet
Belleville Area College