

RPO

Winter 1996: Volume 3, 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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Your name could be here!

Articles, photos, and 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.

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

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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 slides or 35mm negatives (color or B&W).

The *RPO* is composed in *Microsoft Word for Windows* and imaged on PostScript laser printers.

Superintendent's Report

by John Winter

As your new superintendent I want to thank the membership for their support during the election. I am looking forward to serving the members of the Gateway Division in 1996.

I am planning some minor changes during the year. First, I would like to take some of the politics out of the monthly meetings. I would like to change the atmosphere of the meeting to include more modeling subjects rather than political subjects--more of a show-and-tell type format. We'll allow room on the agenda for *your* latest modeling project and give you an opportunity to showcase your modeling talent. Maybe you have just completed a plastic kit which you found to be a jewel in the rough, one you constructed well, and with a little paint and weathering turned out to be an affordable alternate to a wood craftsman kit. Or how about your latest paint job on a car kit or locomotive. We'll allow room on the agenda for "mini" clinics. As an example, how about someone showing us how to decal a diesel locomotive, especially those number boards! How about some easy kit bashes, structure, car or locomotive?

A couple of times a year I am proposing not to have a business meeting. I would like to make the meetings more of a social event. Two such events are the tour of the American Model Builders production facility and the visit to the Columbia Club at their permanent layout. Hopefully we can use Columbia's layout for some special clinics. We will try to have some refreshments available at these events.

[The March meeting was held at American Model Builders. and the April meeting at the Columbia Model Railroaders. --Ed.]

Another change I am going to make is the title of this column. (Sorry, Randy.) "The Dog House" has a negative implication to me, maybe because I have been "in the dog house" too often, but nonetheless, a change is in order. You can look for my comments under the new heading of "Superintendent's Report," not very flashy, but an appropriate one.

I would appreciate hearing from you regarding the changes I am proposing. Please let me know what you think about my comments. Drop me a line or give me a call. If I don't hear from anyone, I will assume these changes are what you want. My job is to run the Division as the members would like it to be run, not the way a few think it should be run.

On the Cover

Glistening black diamonds to power local industry are loaded at Joseph's Mine at Ellsburg, Pennsylvania, on John Winter's JDS&E Railroad. This finely detailed empire will be included on a layout tour during the upcoming Gateway Getaway Mid-Continent Regional Convention.

The brilliant red keystone on the locomotive's silver smokebox heralds this line as a subsidiary of the great Pennsylvania Railroad. For more about this layout, see page 10.

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Work Orders

Bashing a Work Car

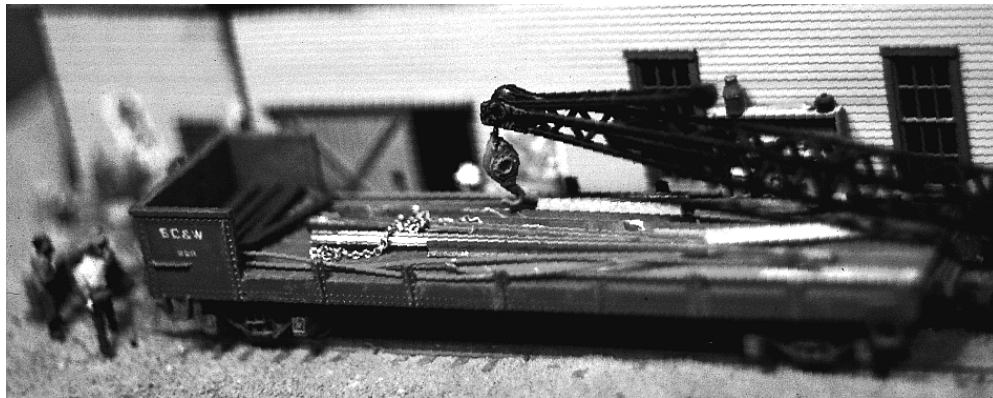
text and photos by Gregor Moe

The photos show a work car I copied from a Missouri Pacific car I saw when I lived in Warrensburg. It is an easy one or two evening project and can be done in one of two ways.

This car really lends itself to prototypical kitbashing. To do that, start with an Overland Model brass gondola and your instant light micro torch. Start at the first panel from the brake wheel end. Cut away all the panels, leaving the ribs and rough floor edges. Now cut off the ribs at

random heights using the prototype photo as a guide. The secret is to work fast so that the solder holding the rest of the car doesn't melt and cause the car to disintegrate.

The other approach is to take a plastic car and use a razor saw and files to accomplish the same goals. I cut the side panels down to floor level, then scored the back sides till I could snap them off, again leaving the ribs. The ribs were then cut off and the backs filed to a more prototypical thickness. The rough areas were touched up with a file and sandpaper. The car was painted and decaled for the Salt Creek and Western rather than the Missouri Pacific prototype.



Gateway Getaway '96

Two Shows in One
NMRA - Mid-Continent Region

Annual Convention
June 27-29

Train Show
June 29-30

If you haven't sent in your registration for this three-day event yet, it's time to do it! Do you need to schedule a day of vacation for Friday, June 28? How about making that room reservation at the Holiday Inn so you can be close to the action?

This MCoRegional Annual Convention is being sponsored by the Gateway Division. It's close. It's packed with activities. The Train Show promises to fill the Grand Hall at the Collinsville Convention Center. And this may well be the best convention this side of Long Beach this year. Obviously you and your friends and family should be there.

Besides, the Division can use your help!

Here is the run-down on our plans, subject to changes and surprises as the committee, headed by John Hardy, comes up with new ideas:

Registration materials will be available on Thursday afternoon at the Holiday Inn in Collinsville, Illinois, located at I-70 and Highway 157, approximately 10 minutes from the Gateway Arch. We will have a hospitality room open from 6 to 10 p.m. with light refreshments, videos, and conversation. A nearby club layout tour is also planned. Friday and

Saturday registration will be in the Convention Center.

On Friday morning, vendors will begin setting up their tables in the Collinsville Gateway Convention Center, a short walk from the Holiday Inn. The train show will be open only to convention registrants from noon until 5 p.m. on Friday. It will be open to the general public on Saturday and Sunday with \$5 admission, kids 12 and under free with an adult. Area modular layouts will also be featured.

Contests, clinics, and silent auction will also be in the Convention Center. We already have over \$1200 worth of door prizes for Convention registrants. The silent auction will be held on Friday and the room will be open at 7 a.m. so that items may be submitted before tour buses leave. Auction forms will be available on Thursday evening for those who have a number of items. Bidding will close some time after 3:30 and successful bidders will be able to pick up their purchases the following morning.

Model and Photo Contests will follow NMRA rules. The contest room will open early on Friday morning. Enter early and often so that everyone has an opportunity to view the competition. Judging will be on Saturday from noon to 4 p.m. with pickup afterward.

Clinics run from 9 a.m. until 4 p.m. on Friday and Saturday. Clinicians include John Armstrong, David Barrow, Gary Hoover, and Eric Brooman.

Two special extra-fare prototype tours have been scheduled for Friday morning: the Union Pacific's DeSoto, Missouri, shops (\$12) and the TRRA hump yard and Tri-City Rail at the dam locks (\$10).

Layout tours are scheduled in Illinois for Friday evening from 5-9 pm and in Missouri on Saturday from 9am-5pm.

Families are welcome. The Holiday Inn has offered us a special convention rate of \$72 a night for up to four occupants in a room. This rate includes a free continental breakfast and a free drink in addition to the usual Holiday Inn amenities of complimentary coffee in the lobby from 5 - 7 am; complimentary HBO, CNN, ESPN; VCR/movie rental; indoor pool, whirlpool, sauna, half-court basketball, sand volleyball, horseshoe pit, pool table, video games, and fitness center. Mention the NMRA-MCoR Convention when making reservations. Call 1-800-551-5133 or (618) 345-2800.

Non-rail activities travel to St. Louis Union Station (well, maybe not completely non-rail) and to Forest Park (where among other things the Zoo has a train.) For on-your-own trips, buses or the Holiday Inn shuttle van travel to the Metrolink East St. Louis terminus for trips to the Gateway Arch, Riverfront, Busch Stadium, and the Airport. (Metrolink fare is \$1.) Cahokia Mounds and Fairmount Race Track are also nearby.

Following the MCoR Board of Directors meeting at 3:30 on Saturday afternoon, the Convention will move across the Mississippi to the National Museum of Transportation for a barbecue banquet and awards in the shadow of the Union Pacific's Big Boy #4006 and over 55 other locomotives and rolling stock.

On Sunday, the train show will continue with modular layouts, mini-clinics, and the Gateway Division's project layout on display.

As host of the Regional, the Gateway Division has a lot remaining to do. While various committees have been working for the past year, assistance will be welcomed. (This is an early rehearsal of our ability to put on the National Convention in 2001.) "Odd jobs" include assisting in the hospitality suite, serving as a "greeter" or NMRA recruiter or answering questions at the train show on Saturday or Sunday, working in the silent auction or contest or clinic areas to provide security or assure that AV equipment and chairs are right, offering information to out-of-Division participants about highways, hobby shops, and restaurants or sharing a ride with others going on layout tours or to the barbecue.

Call Chairman John Hardy at (314) 677-8370 to volunteer.

From the Editor's PC

by Venita Lake

As you may figure out from some of the comments in this Winter issue, several of our contributors actually wrote their articles in January so that they could meet the editor's February 1 copy deadline, and the calendar

now says it is spring. I'll skip the excuses and defend the label by pointing out that (1) the next issue after the Fall issue *should* be the Winter issue and (2) Superintendent John Winter's photo is on the cover and we're visiting his layout in this issue. (And, no, future issues will *not* be called the Lake or Farmer or Long or Gross issue.)

This issue is being sent to all 329 members of the National Model Railroad Association who reside in the Gateway Division zip codes 620, 622, 629, 630, 631, and 633, regardless of whether they have joined the Mid-Continent Region and the Gateway Division, so it seems appropriate to discuss numbers a bit here -- especially since we have also finally completed the 1996 Division Membership Directory and expanded the information about our members. The 1995 Directory was 16 pages long and listed 124 Gateway members. The new 1996 Directory is 24 pages long, adds the By-Laws in very small print, and lists 152 members. It also lists the Achievement Program Awards earned by each member, 1995 contest awards, and offices held and articles written -- for those members who provided this information. In future issues of the *RPO* I will try to update Directory

Information on new members and provide address or telephone changes or corrections. For example, have the Clerk and I caught everyone whose area code will change July 1?

Gateway Division members should be receiving their Directories with this mailing unless they claimed it at the special meeting held at American Model Builders in March. Additional

copies will be available for \$1.50, plus 55 cents postage if mailed.

The mailing labels provided by the NMRA indicate National membership number and expiration date. The hand-written date on the label notes Gateway membership expiration date. All memberships run from July 1 to June 30 and entitle Division members to 4 issues of the *RPO* and a Directory. New members also receive the Division pin.

Editing the Directory was a challenge, but informative as well. For many members, the percentages of benchwork, scenery, electrical, and trackwork reported as complete increased. In a few cases, 100% benchwork dropped to 75% or 50%, and we wondered whether that meant something was torn out or that trackage rights had been claimed for another section of the basement. We'll try to pursue that as we visit local layouts in future issues.

Now for the whiny part. To increase our numbers by 28, we had to pick up more than that because 21 members did not renew. If everyone makes an effort to get acquainted with 4 or 5 modelers they have not previously known and get them more involved, maybe we can improve our retention rate. Enough said.

'Tis That Time of Year Again

*by Pete Sanborn, President
Sierra Central Model Railroad*

That's right. Summer is fast approaching, in fact, just around the corner. Won't it be nice to have some warm weather for a change. The only drawback that I see as far as the

warm weather goes is that model railroading takes a back seat to the outside activities of the summer months. That is, of course, unless you are a dyed-in-the-wool modeler and don't let the warm weather stop you from at least promoting the hobby.

We at the Sierra Central Model Railroad Club have done just that. Several years ago the members built a train that we enter in all the local and not-so-local homecoming parades that go all summer long in the various towns. We built our first train in 1989. The replica of a steam locomotive was built over the top of my 18 hp riding lawn mower. Looking at some of the earlier photos, what we were so proud of was really pretty crude, and crude is being polite. As time went by, each year we updated and improved the train to what it is today. If we were proud in 1989, then we are doubly proud today of what we have accomplished.

The train now has an amplified sound system using an endless tape of a sound equipped PFM engine (turned upside down to record), a theatrical smoke machine that sends smoke billowing up through the stack and cylinders, along pipes through each car to the caboose and up the stack there too. The locomotive supports its own portable generator to supply the power for the smoke machine. There are head lights and marker lights on the engine and also on the caboose. The train has a tender, two eight-seat gondola cars, a flat car with a refrigerated piggyback trailer that will seat 6 kids, and a caboose. The train will haul 25 children.

Early each spring the SCRR sends out letters to all of the surrounding

towns to get contracts for different dates. We ask that the various towns furnish 20-25 kids who will ride the train. It is much better if the "locals" ride rather than SCRR bring all the kids. We also ask that the children all wear white T-shirts and SCRR furnishes red bandannas and engineers caps for the kids while riding the train. This gives the appearance that everyone belongs. The kids have a big time and will remember the train ride for many years to come. Matter of fact, I have heard over the years that many parents use the train as a discipline factor--more to the effect, "If you aren't good, you won't be able to ride the train when it comes to town.," and also that this factor works and works well.

What started out to be just a fun summertime project to promote the hobby of model railroading has now turned into a very lucrative summer business. The train has paid for a new 16' tandem trailer to haul it from town to town and new special racks on the trailer to make loading and unloading a simple task. New pneumatic tires on all of the cars (28) have been installed over the original lawn mower wheels to make pulling an easy job for the locomotive now.

The SCRR does several parades on a no-charge basis, mainly the Shriners because it is such a worthy cause and it supports the Children's Hospital. We also do the city of O'Fallon's Christmas parade in return for passing out our annual open house fliers.

To our credit, the train has won numerous first and second place awards in the best float parade judging. Upon sending a demo tape to parade officials *after* the closing

date for all entries, our small group was invited to participate in the VP Fair Parade in St. Louis. Quite an honor for us "country bumpkins."

This year's schedule is not completed as yet, but an open invitation is extended to the member's children or grandchildren to ride the train in any of the parades. We can always find the room. Starting the end of May, the train will be booked up for every weekend, Friday, Saturday, and Sunday, and on some weekends doing two parades per day in different towns. We don't do any parades in St. Louis for a couple of reasons.

First, most of our business is repeat business and we are booked far in advance and just don't have time. Another reason is that we don't have an "in" in St. Louis. If any of the members see our train in action and think it warrants participation in your town's celebration, please contact SCRR with information and dates, who to call, etc. Then maybe we can fit them into our busy schedule.

Thursday, May 30 will be our first parade this year for the Shriners Circus in Belleville, IL. Then Friday, the 31st, the same parade, but in O'Fallon, IL. The Shriners will have their circus under the big top in O'Fallon this year instead of at the Belleville fairgrounds as in past years.

Last year the SCRR started a new policy. At the town's request, we will stay after the parade and give rides on the train for a fee. This fee is then divided up on a 60/40 percent basis with our sponsor. Yes, SCRR gets the 60%. This gives our sponsor an opportunity to recoup some, if not all, of our participation fee. The balance is then divided up among the SCRR

members who helped in that day's parade and in selling the rides. Some of the newness has worn off as far as our members go, or they have other commitments where it is impossible to attend all the parades. In order to assure that we have plenty of help, a little incentive was offered to our members. I think our highest "ride" day last year was in the \$600+ bracket. With 5 members in attendance, they all got to take home some money to spend at the local hobby shop and had fun doing it. Model railroading IS fun and profitable, too.

Again let me extend an invitation to all to bring your children to ride the train at any date. I guarantee your kids will have the time of their lives. The parents can even help load and unload the train. After the parade SCRR will treat you to a cool drink. All of our members dress up as "hobos" and get to act a little crazy for an hour or so and you are welcome to join in the fun. Our pickup truck precedes the train in every parade "just in case." The train has never broken down, but the truck has on several occasions. Very embarrassing to say the least. So if you don't want to walk along, you can ride on the tailgate of the truck. You are welcome in either case.

To call about your children riding the train or various dates, call 618-624-9027. There is an answering machine in use in case you don't reach anyone and someone will get back to you. We do request some advance notice so that we won't overfill the train and not have any disappointed children. Come join in the fun or attend one of the many parades and just watch the

train go by. It is really a sight to see and hear in operation.

By the way, we also have a large operating 28'x36' HO layout which any and all are always welcome to come and visit or operate. All it takes is a telephone call to SCRR to make sure that someone is here to welcome you. Club nights are on any Wednesday from 7pm till ??? We are in the construction stage right now with the building of an elevated trolley and once again trying to get the coal dumper to function properly for the upcoming June layout tour. Extra help and "brain power" is always appreciated. We have been known to keep late hours from time to time, so you are welcome. Really doesn't matter what time it is.

Armchair Tours

by Venita Lake

This is the first of what I hope will be a regular feature of the RPO, a visit with one or more Gateway Division members to see what they are doing on their layout or to further the hobby in other ways. We can't report on every one, but I'd like to report on members at all stages or levels. If you would like to report on what you are doing and to have your pike featured, or if you would like to write, let me know.

We start our tour with one of the easternmost modelers in the Gateway Division, John Winter, who lives in Breese, Illinois. According to John, the JDS&E originally was a private railroad running south between the Pennsylvania RR at Johnstown to Connellsville where it connected to the B&O. Sometime later it was taken over by the PRR as a wholly-owned subsidiary granting trackage rights to the B&O. The timeframe is 1948-55.

John's U-shaped layout is based on a track plan from a 1989 *Model Railroader* magazine and presently occupies a 14x13 foot room, plus staging behind a partition into the laundry area. It was started in 1989 by building the room in one quadrant of the basement, and completing insulation, ductwork, lights, carpet, dropped ceiling and a combination of track lighting and 50 and 150 watt halogen indoor flood lights.

Johnstown, Debster Grove, Scottsdale, and Ellsburg are based on family names of wife Debbie, and sons Scott and Elliot, as are industries like Ross Manufacturing, Joseph's Coal, and Bokel Truck Service. All trackwork is complete and most of the scenery and structures are finished and finely detailed except for an area

approximately 3x4 feet in the Debster Grove area. Structures are a mix of plastic kits and scratch built. To achieve consistency in the appearance of structures, kits have had extra detailing and weathering, and depots, tower, and yard facilities have been given a standard company paint scheme of white and oxide red.

When the track plan was complete, John's focus changed to operations. He has an On Board locomotive sound and control system, with three controllers, and uses a waybill system. His space allows four people to run a operating session without too much congestion.

All of John's rolling stock has been weathered. As many of you know from his "cheap tricks" clinics, he uses residue copier toner to weather cars and structures and he makes trees from goldenrod, hair spray, and ground foam. Other hints? His technique of making pencil splotches on some bricks before spray painting his station enhances its texture. Train magazines are shelved in Tide detergent boxes. A stove exhaust fan will someday be hooked up to exhaust spray paint. And as an electric utility service representative, John makes sure that his power lines do not sag by using elastic thread. When someone reaches across to rerail a car, these lines bounce back.

What's ahead? He has his eye on another quarter of the basement with plans to model a specific locale. And he looks forward to developing some interesting operations.

Dispatcher's Desk

by Bob Amsler

One item in railroading that is not often in the magazines is a discussion of signals and how they work on the prototype. What is often said by the modeler is "I operate in the dark," or with CTC, or ABS, without much discussion of what these are and what they do. Perhaps it is best to make the analogy that these are the traffic signals that railroads use. However, it is not a perfect analogy.

Signals are the tools used by dispatchers to manage the flow of traffic over a rail line. Dispatchers can dispatch by train orders or with centralized traffic control (CTC). Train orders are used in *dark territories*, or rail lines without any signals. Trains travel from one station or passing siding to the next based on orders given by the dispatcher through station agents or others. With signals the trains do not need to use train orders to travel from one place to the other, because the signal will tell the engineer what he needs to do. *Centralized traffic control (CTC)* allows the dispatcher to let the engineer run the train without stopping for orders. It allows for quicker and more efficient running of trains by controlling interlockings. *Automatic block signaling (ABS)* does the same thing for the traffic flow but with block signals.

There are two types of signals: block and interlocking. A *block signal* is a signal which controls a block of territory on a rail line. The signal will have only one head or light on it. Its job is to control the distance between points. Therefore, the color of the signal governs the speed of the train. Green will allow the train to travel to either its maximum speed or the maximum speed of the line, whichever

is less. It also indicates that the next block is clear. Yellow is a restrictive indication which means that the train must travel at a medium speed and that the next block is occupied. Therefore, the train must be prepared to stop at the next signal. Remember that blocks are as long as the operations department thinks it will take a train to stop within it.

Red means that the train must stop -- sometimes. This is because there are two types of block signals: absolute and permissive. An *absolute signal* means that the train must stop and not proceed past the signal (absent special limited circumstances) until the aspect changes. A *permissive signal* means that the train must make a stop but can then proceed into the next block at a restricted speed, always prepared to stop within half the engineer's sight distance. One special type of permissive signal is a signal which is on a grade. This permissive signal allows a heavy, slow train to proceed past the signal without having to stop and restart the train. A permissive block signal will have a number plate or a plate with the letter "P" or "G" (for grade) on it.

Automatic block signals are block signals which are joined by electrical circuits to provide a signal indication. A block signal at A will display a red, yellow, or green signal depending on whether the next block signal at B is showing red, yellow or green. If a train is between signal A and signal B, then the signal at A will show red. If a train is between signal B and signal C, then B will indicate red and A will indicate yellow. If a train is between signal C and signal D, then C will show red, B will show yellow and A will indicate green. This insures that

the trains are appropriately spaced for safety.

An *interlocking signal* is a signal which governs an interlocking plant. An interlocking plant is the joining of two or more tracks. Signals exist at these points to control movements through these plants and to provide for safety for the trains and their crews. These are the signals that a dispatcher controls with CTC. They are marked by having multiple heads or signal lights. A red signal at an interlocking plant is always considered to be absolute. A train cannot move through an interlocking signal which is red. The top signal head indicates whether a train will be allowed to proceed through the interlocking on the main and, if so, at what speed. The second signal indicates whether the train will be allowed to move through the interlocking on the diverging route and, if so, at what speed. The bottom head on a triple headed signal protects movements through inferior diverging routes.

The top signal means the same as a block signal. Red means stop. Yellow means proceed at medium speed prepared to stop at the next signal. Green means go. If the top signal is red, the maximum speed for moving through a diverging route is medium. If the second head is green, this is a medium clear and the train can move through the interlocking at medium speed and the next signal is either clear (green) or approach (yellow). If it is yellow, (medium approach) the train can move through the diverging route at a medium speed but must be prepared to stop at the next signal, and if it is red, the train must stop. If the top and second heads are red and the third head is

green, this is a slow clear, which means that the train can proceed through the interlocking at a slow speed on an inferior diverging route. If the signal is yellow, a restricting signal or a call on indication, the train can proceed on the inferior diverging route at a restricted speed prepared to stop. Red again means the train must stop.

A call on indication allows a train to enter an occupied plant to make switching moves. It is also used to move trains through an interlocking when the mechanisms governing the interlocking are broken, to allow trains into unsignaled track, to allow trains to move from unsignaled track onto the interlocking plant and to allow a train to enter one-way track against the flow of traffic.

The prototype will also use dummy heads on its signals to indicate that the signal is an interlocking signal. The dummy head is always red. The dummy head is the signal head for the track that it is physically impossible for a train to take. For instance, when two tracks meet, one a main line, the other a secondary main, trains approaching from two of the three directions cannot physically take another path. A train approaching the switch can continue on the main or diverge to the secondary. This will need to be a two headed signal with all signals working.

The train on the main approaching from the other direction cannot take the diverging route. Therefore, the bottom signal is unnecessary and a dummy head can be used to note that it is an interlocking signal. If the train is coming from the secondary line to the main, it can only go in one

direction; therefore, the top head is a dummy.

The dispatcher controls the interlocking plants and the ABS functions in between these two areas. The dispatcher then has a control panel with the interlockings marked on it, but not the block signals because he does not control these. In addition, the distances between the interlockings are not noted by similar distances on the control panel. The distances between the two areas are more or less uniform. Therefore the dispatcher must be aware of the distances between the interlockings.

This is the way that the prototype signals its lines. It can be modeled on our own pikes and incorporated in the way we run operations. Unfortunately, I cannot provide the information about building the circuits because I do not understand electronics. I need someone to explain electronic things to me--real slowly. But please look at Richard Schumacher's articles to get started.

Until the next time, I hope all the signals you see are green over red.

From the AP News Desk

by Kevin Hampton

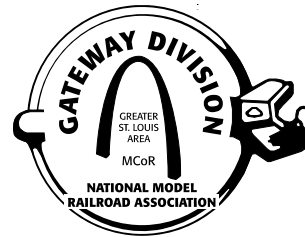
Well, by now I'm sure you've dug into that pile of goodies you received over the holidays. Hopefully you've had a chance to complete some of those projects around the layout. You step back from the layout to admire your work and look for something else to do. Perhaps you're early on in this hobby of model railroading and not sure where you're headed, or you've been at it awhile and never got around

to getting recognition for a job well done. I'd like to make a suggestion that will introduce you to the Achievement Program, one of the benefits you receive from your NMRA membership.

Although there are several areas of achievement, the easiest and usually the first certificate to earn is your Golden Spike. I can hear you saying, perhaps even whining, "But I don't have time to jump through hoops, balance a ball on my nose and whistle the national anthem while standing on one leg, then remember which leg it was, write it all down and have it approved by a panel of experts." Take a deep breath. You have probably done all the work toward this certificate. You need to have constructed only 8 square feet of layout. That's a 2x4 foot module or one fourth of a 4x8 sheet of plywood. You'll need to show five structures, six units of rolling stock, three types of trackwork, and be able to operate two trains simultaneously. (A separate siding that you can cut power to will probably suffice.) Almost everyone reading this article has met the requirements. If you haven't received the recognition you deserve, give me a call at (314) 731-3653. I'll be glad to explain the details, show you that it's easier than you think, and get you on the AP mainline.

Tillo Agne
Jim Anderson
David Bartz
Brad Joseph
John Lee
Ray Magoffin
Randy Meyer
Dan Osborn
Larry Sayre
Richard Schumacher
John Winter

Remember that this does not require that you complete a great trans-continental railway. The requirements are easily attainable by any modeler.



Gateway Golden Spike Track Gang

The following Gateway Division members have already earned their Golden Spike Awards according to the 1996 Gateway Membership Directory:

Division Meeting Minutes for 10/16/95

Submitted by Richard Lake, Clerk

Meeting was called to order by President Randy Meyer at 7:10 p.m. There was no clinic so the business meeting began immediately. Bob Amsler moved to waive the reading of the minutes from the September 18 meeting. Jack Templeton second. Approved

Treasurer's Report: Balance as of Sept. 18, 1995 was \$2,926.28. Expenses were \$28.25, Fall Meet; \$3, Bank Charge; \$558.15, *RPO*; \$95.60, '96 Regional Convention; \$150, Dues; \$84, Project Layout. Income was \$4.57, Interest; \$91, Division Clothing; \$6, Decals; \$189, Dues; \$250, '96 Regional Convention; \$664, Project Layout; \$748, Fall Meet. Balance as of October 16, 1995, was \$3,959.85.

John Winter moved that the Treasurer's Report be accepted. Dan Osborn second. Approved

Club Reports: *St. Charles* may have found a location. They have a committee checking the location and expect a decision soon. Their January swap meet may have to be canceled because it is in direct conflict with the January GATS show. *Columbia Club* has their layout running, and is starting work on scenery. *Metro East* is looking for members. The layout is progressing but would go faster with additional members.

Project Layout: The figures show that \$1,120 was taken in ticket sales, which is about \$300 more than the '94 layout. About \$500 of this was sold during the two days of the fall meet. After expenses the project layout produced \$702.82 in revenue for the division. John Schindler expressed his thanks to all of the members who participated in building, transporting, and selling tickets. John Winter moved that the Division present a Certificate of Appreciation to John Schindler for his work. Jack Templeton second. Approved

ReRail: Venita Lake reported some renewals coming in as a result of the Late Spring issue of the *RPO*. Also reported that the National still has not sent the information which would help to identify those who need to be "rerailed." Craig Brown asked if we get notification of new members from the National. Joe Haney said that we do. Craig then volunteered to invite new members to his home to explain benefits of membership and get the new members started

out with a positive view of the organization. Lake and Haney are to provide him with the names.

1996 Regional: Hank Kraichely reported that everything is progressing on schedule.

2001 National: Meetings of the 2001 Committee are being held on the second Monday of the month at 7:30 p.m. at Randy Meyer's. These meetings are open to any interested member. Work is in progress on the bid presentation for Long Beach. Tillo Agne moved that the Division approve a budget for promotion at the NMRA Convention in Long Beach. Gregor Moe second. Approved

Hobbytown USA would like our member list for a mailing. Bob Amsler moved that hobby shops be given access to the member list. Ken Thompson second. Approved. The Division Clerk is to contact Hobbytown and advise John Phillips that the members want the mailing to be limited to items of interest to model railroaders.

1995 Fall Meet: John Winter expressed thanks to everyone who participated. Without all the members helping it couldn't have been done. Discussion followed on the positives and the problems associated with the meet. Chairman for the 1996 Fall Meet is Hank Kraichely. He pointed out the importance of a project layout for the event. Also pointed out the need to work on publicity for next year.

Other Business: Dan Osborn and Tillo Agne volunteered to chair the Gateway project layout.

Richard Schumacher moved that the Gateway Division extend its official appreciation to John Winter for his contribution to an excellent Fall Meet. Bob Amsler second. Approved

Gregor Moe read the official ballot for election of 1996 Division officers.

Venita Lake stressed the importance of getting copy to her for the next issue of the *RPO*.

John Winter moved that the Columbia Club be asked to store the Train Show signs and in exchange for providing storage they would have the use of the signs for their own shows. Bob Amsler Second. Approved. Pete Sanborn volunteered to store the signs if the Columbia Club is unable to do so.

Meeting adjourned at 9:20 p.m.

Division Meeting Minutes for 11/20/95

Submitted by Richard Lake, Clerk

Meeting called to order by Superintendent Randy Meyer at 7:05 p.m. Gregor Moe conducted a clinic on How to Make Rock Molds and Rock Castings. Break at 7:25

Business meeting called to order at 7:35 p.m. John Hardy moved that minutes of the October meeting be approved with corrections. Bob Amsler second. Approved

Club Reports: *St. Charles* has found a home. They expect to have modules in place and running by Thanksgiving. Their January show has been rescheduled to Jan. 20, 1996. *Big River Valley* is still accepting memberships. *Columbia Club's* membership is growing. Their layout will be running at the Collinsville GATS show on Nov. 25 and 26, 1995. *Mississippi Valley N Scalpers* are building a fixed layout. They will have modules on display at Cottonwood Mall starting Dec. 1, 1995.

Treasurer's Report: Balance as of 10/17/1995 was \$3,959.85. Debits total \$1,903.70. Credits total \$241.53 for a current balance of \$2,297.68 Jack Templeton moved to accept the Treasurer's Report. John Lee second. Approved

1996 Project Railroad: Dan Osborn reported that benchwork construction will begin after the first of the year. Plan to build 2 layouts at the same time. Pete Sanborn is providing construction and storage space for the project.

ReRail: Venita Lake has information on expired NMRA members. She was congratulated on her article in December *Railroad Model Craftsman* and on the most recent *RPO*.

1995 Fall Meet: John Winter reported that a number of costs were higher than last year so that the income from this year's meet was not as high as last year. John Hardy expressed special thanks to everyone who worked registration.

1996 Fall Meet: Hank Kraichely reported the Committee will start meeting after the first of the year. Reminded everyone to volunteer early.

1996 Regional: John Hardy announced that everything was going especially well at this point. Gregor Moe passed around a sheet for those who have slides or videos for use during the Regional Convention.

2001 National: Bob Amsler announced that planning is proceeding on schedule. Reminded everyone that meetings are the second Monday of the month.

Division Apparel: John Lee announced that equipment problems had delayed our most recent order but it should be received within the next few days.

Jefferson Barracks Project: Bob Amsler said the project is on hold at the current time.

Other Business: A sign up sheet was circulated for volunteers to work the Gateway table at the next GATS show.

Hank Kraichely announced that 22 people had participated in the follow up Illinois layout tour.

Ken Thompson asked if anyone had copies of the *Caboose Kibitzer* series on the Frisco as requested by someone at the Crystal City show.

Venita Lake requested members provide photographs which can be used in the upcoming *Membership Directory* and the Winter *RPO*. Also reported on a suggestion from Robert Myers about a frameable membership certificate to be sold to members as a Division fund raiser. John Lee moved that the Division carry through on this suggestion and offer such as an extra cost certificate. Dan Osborn second. Approved

Meeting adjourned at 8:30 p.m

Division Meeting Minutes for 12/18/95

Submitted by Richard Lake, Clerk

Meeting called to order by Assistant Superintendent Hank Kraichely at 7:20 p.m. Dan Osborn conducted a clinic on dependable performance from inexpensive HO car kits. Break at 8:00 p.m.

Business meeting called to order at 8:15 p.m. Superintendent Meyer was unable to attend the meeting. Hank Kraichely, Assistant Superintendent, presided over the business meeting.

Bob Amsler moved that minutes of the November meeting be approved. Richard Schumacher second. Approved.

Treasurer's Report: Balance as of 11/20/95 was \$2,297.68. Debits total \$1,863.65. Credits total \$1080.91 for a current balance of \$1,514.94. Richard Schumacher moved to

accept the Treasurer's Report. Bob Amsler second. Approved

Club Reports: *Columbia Club* won First Place at the November GATS Show. Membership is growing. Their next show will be the second weekend in February. *St. Charles* has 6000 square feet in the outlet mall at Wentzville and are drawing good attendance. *Big River Valley* continues apace. *Sierra Central's* open house continues on Sundays through New Year's Eve.

1996 Project Railroad: T. J. Agne reported construction will begin after the first of the year on Saturdays. Track plan has not been selected but Dan Osborn is working on that.

1996 Regional: John Schindler reported everything is going very smoothly. 52 dealer tables have been sold and 4 registrations received. Next meeting of the Committee will take place on January 9, 1996, at Gregor Moe's.

2001 National: Planning continues. There will be a meeting on December 29, 1995, with a representative from The America's Center.

Mid-Year Regional Board Meeting: Richard Schumacher announced the meeting will be on January 20, 1996, in Kansas City and is open to all members. John Winter indicated that members in Southern Illinois region are beginning the process to form a division in Southern Illinois.

ReRail: Venita Lake reported on calls made and said that part of the problem is that members are often confused about which of the memberships has expired.

Gateway Coordinating Council: Hank Kraichely, Division Representative to the Council, reported on the most recent meeting. He distributed information on our Regional Convention and Fall 1996 Meet. The next meeting will be in January, 1996. The Council asks for a \$20 donation to meet expenses of publicity for area train shows and meets. Richard Schumacher moved that the Division authorize payment of \$20 to the Gateway Coordinating Council. Dan Osborn second. Approved.

1996 Fall Meet: Hank Kraichely reported on preliminary planning. Dan Osborn is working out the date with Belleville Area College. They will not confirm a date at this time since they are in the middle of planning events for their 50 year celebration. Date will not be confirmed until after February 1, 1996.

Election Results: Officers for 1996 will be
Superintendent: John Winter

Asst. Sup't.: Hank Kraichely
Treasurer: Ken Thompson
Clerk: Richard Lake
Region Director: Richard Schumacher

Gregor Moe moved that the ballots be destroyed. John Schindler second. Approved.

New Business: Need volunteers to work the Division table at the January GATS show. John Winter requested that the Division Clerk and RPO Editor prepare a handout/pass for distribution at the GATS show inviting attendance at the January Division meeting.

Bob Amsler encouraged everyone to consider making a donation to the Toys for Tots program.

Richard Schumacher moved that the Gateway Division present a plaque to outgoing Superintendent Meyer in appreciation of his years of service as Superintendent. Bob Amsler second. Approved. Dan Osborn moved that the same thing be done for Chris Thies. T. J. Agne second. Approved.

Meeting adjourned at 8:55 p.m.

Division Meeting Minutes for 1/15/95

Submitted by Richard Lake, Clerk

Superintendent John Winter was unable to attend. The meeting was called to order by Assistant Superintendent Hank Kraichely at 7:05 p.m. Ken Thompson did a clinic on improving operation of Athearn cars. Break at 7:45 p.m.

Business meeting called to order at 8:00 p.m. John Hardy moved that minutes of the December meeting be approved. Gregor Moe second. Approved.

Treasurer's Report: Starting Balance of \$1,514.94. Debits of \$113.77. Credits of \$317. Current balance as of 1/15/96 of \$1,688.17.

Club Reports: *Big River* has 22 members in the round robin and 6 layouts under construction. *Columbia Club*, TJ Agne elected President. Club got first prize for their layout at the Jan 13-14 GATS show. Spring Show will be February 17, 1996. *St. Charles* will have a swap meet on January 20, 1996 and are in full operation at Belz Mall.

1996 Project Layout: TJ Agne and Dan Osborn are in planning stages. Will have selected a track plan soon.

1996 Regional: John Hardy reported that everything is proceeding on schedule.

2001 National: Bob Amsler reported that the committee is continuing to work on the presentation for Long Beach.

Regional Director Report: Richard Schumacher summarized the report he will submit at the Regional Board Meeting to be held in Kansas City on January 20, 1996.

Richard Schumacher moved that we grant BC Junction limited rights to use the Division Logo and Name from our division clothing in BC Junction's advertising with our right to revoke the agreement immediately upon written notice. The right to use the Gateway Division Logo is not assignable or transferable in any manner to any other person, partnership, corporation, or entity whatsoever. John Hardy second.
Approved

ReRail: Venita Lake had nothing to report.

Special awards were presented to Randy Meyer and Chris Thies recognizing their service and contributions as Division Superintendents.

New Business: Superintendent Winter is planning to substitute two "recreation" nights for regular division meetings during 1996. One night will be scheduled for an activity in Missouri and the other for a night in Illinois.

A request was made for one or more volunteers to take on responsibility for maintaining the Division scrapbook/photo album. There were no volunteers.

Venita Lake announced that this was the last opportunity to get information to her for the Division Directory. Also indicated her need for photos for the Directory and the next RPO. The deadline for articles for the next issue of the RPO is February 1, 1996.

Meeting adjourned at 8:45 p.m.

H O B B Y T O W N U S A

YOUR TRAIN HEADQUARTERS

HO & N GAUGE

ATHERN
WALTHERS
ROUNDHOUSE
MODEL POWER
LIFE LIKE
BACHMANN
WOODLAND SCENICS
ATLAS



314-394-0177

We're located in the new
Manchester Meadows Shopping Center
13875 Manchester Road
Close to Walmart and Sports Authority

YOUR TRAIN HEADQUARTERS

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.

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.

Second Monday of each month

2001 National Convention
Planning Committee, 7:30 pm
Randy Meyer's home, 156 Ladue
Oaks, Creve Coeur, MO (314)
579-0933. All volunteers are
welcome.

Mon, May 20, 1996

Gateway Division Meeting
7 pm Museum of Transport

Mon, June 17, 1996

Gateway Division Meeting
7 pm Illinois side--to be
announced

Sat-Sun, June 22-23, 1996

Railroad Days Train Show
sponsored by Carl Sandburg
College Foundation, Carl
Sandburg College, Galesburg, IL
9am-5pm 309/344-2518, ext 269

Thu - Sun, June 27-30, 1996

Gateway Getaway:
MCoR 1996 Regional Convention
Gateway Convention Center
Collinsville, IL
Chair: John Hardy, 314/677-8270
Convention Hotel, Holiday Inn,
Collinsville 1-800-551-5133 or
618/345-2800 (Mention NMRA
Gateway for special room rates.)

July 15-21, 1996

Long Beach Limited
1996 NMRA National Convention
Long Beach, California
Registration \$85 to Ralph

Oxhandler, 454 Ferrara Way,
Vista, CA 92083-4802

Sat-Sun, July 20-21, 1996

GATS, St. Charles Center, 11am-
5pm

Sat-Sun, August 3-4, 1996

Transportation Celebration,
Museum of Transport, 9am-5pm
Frisco 1522 under steam; free
admission

Sat-Sun, September 14-15, 1996

Mississippi Valley N Scalers Train
Show, Belle-Clair Fairgrounds
Exposition Center, Belleville, IL,
Sat 10am-5pm, Sun 12-5pm. \$3

Sun, October 6, 1996

Columbia Model Railroaders Fall
Meet, Turner Hall, Columbia, IL,
10am-3pm

Sun, October 13, 1996

Family Fall Festival, Museum of
Transport, 9am-5pm. A special
day geared to the children.
Gateway Division will display
project layout and have fall
contests in place of its annual fall
meet. \$4 adults; \$1.50 seniors
65+ and children 5-12 years.

Sat-Sun, October 19 and 20, 1996

Round-trip excursions each day
behind UP E-units from St. Louis
to Springfield, IL and on to South
Pekin Junction, sponsored by
St. Louis Chapter, National
Railway Historical Society. Write
Attn: Train Trip, 11221
Manchester, Suite 321, St. Louis,
MO 63122

Sat, November 2, 1996

3rd Annual Twin City Express
train show & swap meet, Holiday
Inn, Festus, MO, 9am-3pm \$3 or
\$2 & 1 non-perishable food item

Local Club News

St. Charles Model RR is located at Belz Outlet Mall, Wentzville MO. HO Open for membership, it meets first Friday of the month. Contact Walt Lehman (314) 458-4855.

Columbia Model Railroaders meets every Monday as work nights; the first Monday of the month is the business meeting. Pres Tillo (TJ) Agne; Vice-Pres Russ Lungwitz; Sec Dan Osborn; Treas Jim Hoffman.

American Flyer "S" Gaugers of the St. Louis Area meets monthly at different locations. Contact Moe Berk, (314) 432-3417.

Metro East Model Railroad Club, 180 Summit St., Glen Carbon IL 62204, HO, has work nights every Thursday at 7pm and business meeting on first Thursday. Open for membership--call Gerald Affeldt (618) 877-7003.

St. Louis HO Gaugers has open house the first Friday of the month at 3107 Sutton (rear), Maplewood, MO. Look for Busch sign in front and use walkway on south side of building. Call 645-1535 after 7:30 pm for directions or info on membership.

Southern Illinois Train Club meets the third Thursday of the month at Pizza & Pasta Express, Carterville, IL. Scales N, HO, G, Lionel, American Flyer. Contact Randy Domineck (618) 984-4474, PO Box 1633, Marion IL 62959. Open for membership.

Quincy Society of Model Engineers, 2130 Harrison, Quincy IL 62301 is open for membership. HO & Hon3 It meets first and third Thursday at 7pm. Call Larry Stoll (217) 224-6264.

Big Bend Railroad Club at 8833 Big Bend, Webster Groves Station, Webster Groves MO is also open for membership. Open house first Tuesday at 7:30pm, member meetings Tuesdays at 7. Call Charles Ellermann (314) 781-0913 or Kenneth Rimmel (314) 966-5227.

Southern Illinois Rail Buffs and Cronies (SIRBAC) meet at Oliver Dee Joseph's layout in Fairview Heights. HO, it is currently not open for new members.

Jefferson County & Southern Model Railroad Club meets in Festus MO at various times. Contact John Grillo, (314) 937-2687.



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 St. Louis County. Meetings in even numbered months (the other ones) are held in Illinois. Due to facility changes at Camelot Bowl, the Division is seeking another regular meeting location.

Division 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.

Directory Update

Pike Registry

Only five dollars will extend the marketing reach of your model railroad to new scale consumers by a pike registry listing in the four regular issues of the *RPO*. The ten charter railroads of this new opportunity are on the next page. Don't be left out! Send your money and content to the editor, Venita Lake

Pat on the Back

Thanks to American Model Builders' John Hitzeman, Jerry McCormac, Jeff Saxton, and Tre' Heigham for giving Division members an evening tour of their facility on March 18. They donated a kit and the Division purchased a second for attendance prizes. The lucky winners were Craig Brown and Joe Haney.

Hank Kraichely is now Advertising Sales Manager for the *NMRA Bulletin*.

Shop Talk

Chuck's Depot at 416 North Market, Marion IL 62959 has recently opened. Located 1 1/2 blocks north of Square, near Crab Orchard & Egyptian Depot, they will order non-stock items and give 10% off for card-carrying club members.

A rate sheet is available for those who wish to advertise in the *RPO* or the annual *Membership Directory*. Please call (314) 727-7378 for advertising information and encourage your favorite shop to support the Division.

Earn AP Author Points

Send your photos and articles to the Editor, Venita Lake, to be included in future issues of the *RPO*. 35mm slides or negatives, and articles written in crayon to word processing, are all acceptable formats.

Material for the Spring 1996 issue should be submitted real soon. Indication prior to that time of author's intent to submit material would be *greatly* appreciated by the Editor.