RPO

Volume 18, Number 2
Summer 2010
www.gatewaynmra.org

Official Publication of the Gateway Division NMRA

Gateway Rail Op Weekend
September 17 & 18

Operations on Bob Johnson's *Pseudo-Soo Lines*

The Pseudo-Soo will be one of six layouts open for operating sessions. Sign up online at www.gatewaynmra.org!

See announcement on Page 2 for more information.

RPO

Summer 2010: Volume 18, Number 2

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

Editor: Mike Thomas

Cover Photo: Richard Schumacher

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

Editor, *The RPO*
Gateway Division NMRA
3900 Shenandoah Avenue
Saint Louis, MO 63110-4016

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.

Visit our website at
www.gatewaynmra.org

In This Issue

Gateway Rail Op Weekend 2
Freight Car Placement.....3
Stone Arch Viaduct.....10
RSS Feed 13
Joint Picnic Announcement 14
Gateway Rail Services Tour 15
Operation Lifesaver 17
Barriger Library Tour.....18
Director's Report 19

Rail Op Weekend September 17 & 18

by Phil Bonzon, MMR

Gateway's June and July clinics dealt with "Operations" Now, come and enjoy a fun weekend of prototypical operations, open to and free for current NMRA Gateway members. Whether you have not experienced prototypical operations or if you are an "Old Hand", this is a great opportunity to experience realistic operations on different layouts and enjoy the experience with fellow NMRA Gateway model railroaders. Operating sessions are about three hours long and scheduled for Friday, Sept. 17 @ 6:30 PM and Saturday, Sept. 18 @ 9:00 AM & 2:00 PM. There are six hosting layouts available. You can register for one to three sessions, but only once for any one layout and we cannot guarantee placement because of the limited number of positions available on any one layout. Go to www.gatewaynmra.org and click on the Gateway Rail Op Weekend link for registration and information pertaining to the six hosting layouts.

Freight Car Placement in a Train

by John Carty

We have all seen this before. You visit a beautiful layout overflowing with detailed scenery and eye-catching vignettes. The track work functions impeccably. Then comes the train around the bend: a perfectly detailed Mikado followed by a tank car full of gasoline, a boxcar loaded with nitroglycerin, and a gondola toting telephone poles in front of the caboose. Due to some oversight, this pretty little local ends up on a siding smacking the hind end of the string of boxcars, which occupied said siding. What a mess.

In the real world this accident creates one impressive crater as the sudden deceleration launches the telephone poles through the back end of the boxcar ahead. The nitroglycerin then performs an impressive pyrotechnic display abetted by the gasoline. The resulting excitement leaves two questions: "Where is the train?" followed by "What siding?"

Although this kind of accident commonly occurred in the infancy of railroading, the railroads have adopted practices over the years to ensure the safety of equipment, cargo, personnel, and the public by minimizing the risk of such accidents occurring. Both the American Association of Railroads (AAR) and the United States Department of Transportation (DOT) each developed a set of standards to avoid such spectacular pyrotechnic displays. These standards balance safety in transit with costs and safety in switching and handling requirements. The AAR classifies a "no-problem train" as one with less than 4,000 tons total train weight operating on les than 2% grades and 8 degree curves. In the modeling world we attain the first, but the second and third are usually compromised beyond any chance of recognition due to space constraints. In this article, I will outline the considerations of forces, car types, motion, and loads, governing the prototype and then examine applications to the miniature version.

Forces

Each car and locomotive exerts two forces on the track. First, the vertical force (V) consisting primarily of the units weight presses down on the top of the rails. Second, the wheels exert a lateral force (L) outward from the center of the track via the flanges and tires of the wheels. (Fig. 1) As a side note,

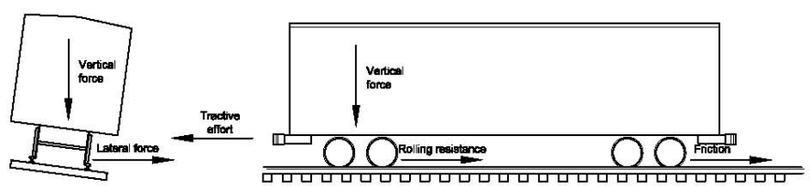


Figure 1

The cross-section of wheel for a railroad car or locomotive bears the shape of a cone. Each car or locomotive exerts both of these forces on the track and as a simplification, when the lateral force exceeds the vertical force the cars tend to leave the track. On the other hand, many forces act on each car and locomotive as it moves along the track. First the train and track resist motion in a manner related the property of inertia. This train resistance arises from several sources. First the grade allows gravity to pull the train downhill. This force could hold the train back or pull it forward depending on whether the grade in question slopes with or against the direction of travel. These forces take the form of slack action, which will be examined further below.

The curvature of the rails also adds to the resistance of the train. As the train travels along the curve, the wheels rub against the rails increasing the frictional force. Acceleration (or deceleration) creates drag when starting or going up hill and pushing when stopping or heading downhill. Additionally, the turning of the wheels in their journals creates another frictional force, which when combined with the rolling of the wheels on the track, creates rolling resistance. Tractive effort measures the force exerted on the coupler by the locomotive at the coupler to overcome train resistance.

To stop a train requires braking forces. Controlling downhill speed also requires braking. First dynamic braking occurs when the traction motors of the locomotive cease to turn the wheels, allowing the wheels instead to turn the motors transforming them into generators. This creates excess current, which the locomotive dissipates through resister grids, generating considerable heat. Since dynamic braking occurs at the front of the train, braking forces concentrate immediately behind the locomotive. Booster engines positioned mid-train add additional concentrations at the back of each set of locomotives. A pusher on the other hand creates drag at the tail of the train.

The automatic brakes control the brake shoes applied to the wheels of each car and locomotive in the train. Although this appears instantaneous on a short train, the air moves at merely the speed of sound, creating a delay from the source (locomotive) to the brakes on each car. This creates a cumulative application of braking forces instead of a steady application, as the front cars begin braking before each car following. The independent braking affects only the brakes on the locomotive. This affects the train in a similar manner to the dynamic brakes.

The above forces directly affect the slack in the train. Slack represents the range of travel of a coupler in the draft gear with relation to the car on which it is mounted. A standard coupler moves within a range of approximately six inches. Various appliances may extend or limit this range, however. The slack in the coupler allows the locomotive to start the train a single car at a time, thereby easing the tractive effort required to overcome the inertia and friction in the wheels of the standing cars, which exceeds that of cars in motion. In other words the locomotive literally starts the train moving one car at a time.

Effects of Excessive Train Forces

Forces exceeding the capacities of appliances create a variety of problems. Two types of excessive forces exist: steady state and transient. Steady-state forces apply to the train and track over a relatively long period of time. Pulling a train up a heavy grade presents one example.

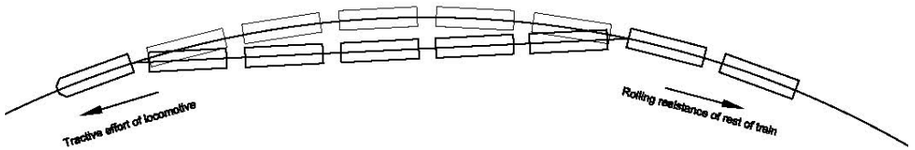


Figure 2

High steady-state forces result in four problems: train separation, string-lining, buckling, and jackknifing.

Train separation occurs when the draft forces exceed the physical strength of the materials comprising the draft gear, causing the train to split apart. Usually the knuckle breaks, resulting in the intended protection of the draft gear and end sills.

Draft forces below that necessary to produce train separation tend to stretch the train into a straight line. This applies considerable forces to the inside of a curve. Under normal circumstances the design of the track allows it to withstand such loads. Combinations of cars possessing a high center of gravity or carrying light loads may produce a lateral load exceeding the capacity of the track or car resulting in string-lining (Fig 2). This may cause the inside rail to lie over, or the entire track structure may be yanked from the ballast toward the center of the arc of the curve. Additionally, wheels on the high side of super-elevated track may lift and derail, or the cars simply tip over the lower rail. Another possibility provides for cars in the train to be lifted up and plopped on the inside of the curve, leaving little if any evidence on the rails at the point of derailment.

Buckling (Fig. 3) results from forces similar to string-lining but acting in the opposite direction. This causes the cars to skew off the rails. Cars under draft forces varying between loads and empties exacerbates both string-lining and buckling.

Like buckling, jackknifing (Fig. 4) results from forces within the train acting toward each other beyond the capacity of the vehicle and track. Under such conditions cars attempt to fold like a jackknife. Lateral forces produced by this condition act in a similar manner to those involved in string-lining, but in the opposite direction. A typical situation of jackknifing sees a wheel climbing over the rail or the rail itself turning over, eliminating the ability of the system to support the train. Combinations of long and short cars coupled together aggravate the situation.

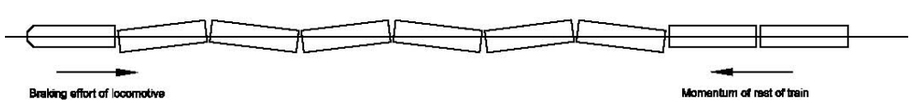


Figure 3

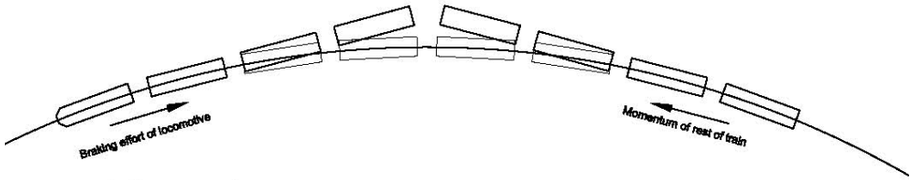


Figure 4

In addition to steady-state forces, transient forces may also reach excessive levels. By definition transient forces apply for relatively short periods of time, due to changes in grade or acceleration. Three terrain features tend to generate transient forces: crests, sags, and undulating terrain. First, crests mark the change from uphill to downhill, transforming free play from slack-out to slack-in. When forces become excessive, cars may jackknife.

The opposite of crests, sags, adjust slack from running-in to running-out. An excess of such forces may break a coupler or derail a train by string-lining. Larger differences in gradient, higher train speeds, faster rate of braking at the crest, and the rear of the train containing most of the tonnage magnify the transient forces at both the crest and sag.

The last area, undulating terrain combines the worst of both worlds. In such an area crests and sags alternate. A long train may find parts of itself in both conditions at the same time. Switch crews must assemble the train for this train with great care to achieve optimal make-up. Additionally, crews require great skill in acceleration and braking. Extremes of both pulling (draft) and pushing (buff) forces may occur when cars in the train are either all empty or all loaded. Unit trains, including coal, grain, and juice (Tropicana); provide ample examples of these phenomenon. Given that virtually no railroad operates on a tabletop, significant concentrations of force may occur anywhere in the train. Additionally, cushioning devices may magnify the above effects by virtue of increased travel in the draft gear.

Car Types

The basic 40-60 foot car on two trucks presents few additional problems beyond the obvious load or empty condition. Multiple platform cars, such as articulated well cars, require some consideration. The cars themselves represent an improvement in the geometry of railcars. Due to low tare weight, however, required special consideration when empty as the L/V ratio increases. Single axle cars also posses relatively low tare weights, requiring care to be taken to avoid placing ahead of heavy loads when making up the train. Combinations of long and short cars create a critical situation at crossovers when the track between the lead curves fall short of the length of the longest car. This situation deteriorates with sharper turnouts. Sharp curves also exhibit this dilemma. Cars protected with end of car cushioning may require limits in the size of blocks of such cars or be blocked behind loads with conventional couplers.

Harmonic Motion

Consideration of three kinds of harmonic motion influences the make-up of a train: truck hunting, pitch and bounce, and harmonic roll. Speed influences all three types of harmonic motion, while trailing tonnage and train length rarely do.

First, truck hunting describes an instability, which usually occurs in lightly loaded or empty cars traveling over forty-five miles per hour. Worn trucks may cause this motion to occur at speeds as low as thirty-five miles an hour. Truck hunting creates yawing and twisting about the center of the car. Ironically straight, welded rail often exacerbates this effect. Poor alignment and surface, however, increase the likelihood of a “hunting” car actually derailing.

Secondly, pitch and bounce refers to extreme vertical displacement of the ends of cars. Like truck hunting, pitch and bounce tends to occur at speeds over forty-five miles per hour. Adding to the fun, motion may occur in or out of phase. In other words adjacent ends may move in the same direction or in opposite directions. Cars containing loads lacking sufficient dampening exhibit this problem most often. Ore jennies and short tank cars, also known as “beer cans”, also suffer pitch and bounce more often.

Lastly, low speeds ranging from ten to twenty-five miles per hour may create harmonic roll, which also bears the name “rock and roll.” Unlike the other two forms of harmonic motion, heavily loaded cars with a high center of gravity suffer this effect more often. Additionally, less than prime track contributes to this ailment. Half-joint staggered rail causes this problem more often, preying on cars whose truck centers nearly match the length of each piece of rail. A fifty-foot high-sided covered hopper containing grain or other dry-flowing material most typically falls victim.

Car Placement

All of the above forces contribute to derailments, something the railroads and ICC obviously seek to avoid. Bearing this in mind, how should cars be placed in the train?

First, heavier cars should travel near the front of the train. As a corollary, light and empty cars should populate the rear of the train. This places loads near the locomotive easing coupler strain and also prevents string-lining. It also prevents buckling and jackknifing during shoves, when the engine pushes light cars into loaded cars at the end. Also individual very light cars should not be located between heavily loaded cars to avoid lifting during moves. Additionally, mixing of light and loaded cars exacerbates problems created by terrain.

Secondly, railroads block cars according to destination. This saves switching along the route and at the destination. It also helps avoid hazardous combinations or potential contamination of valuable lading. For example one would not place a car loaded with vegetables in ventilator service adjacent to a car full of green (uncured) hides or a load of toluene beside a load of nitric acid.

Third, railroads block cars together of similar length. This helps to prevent problems at crossovers and “S” curves.

Hazardous Materials

The last area of consideration concerns loads of hazardous materials. The previous three considerations function in deference to the requirements of shipping hazardous materials. The Interstate Commerce Commission divides hazardous materials into four groups. The first group consists of class A explosives. Next, group two contains explosives from classes B and C, compressed gases other than

poisonous gases, flammable liquids and solids, oxidizing agents, poisonous liquids, and corrosive materials. Poisonous gases and liquids comprise group three. Finally, group four covers radioactive materials.

A car carrying hazardous materials requires at least five cars between it and a locomotive or occupied caboose. If the length of the train does not permit such separation, cars carrying hazardous material must be located near the center of the train. Additionally, explosives must always travel at the center of the train, as well as not adjacent to the flammable lading (placarded “INFLAMMABLE”).

A car conveying material from one group may not be located next to a car containing material from another group, thus requiring buffer cars. Open cars such as gondolas containing a load extending beyond the ends or that might protrude beyond the ends if shifted as well as loaded flat cars other than TOFC, auto carriers, and those equipped with tie down devices for vehicles may not be placed next to cars carrying explosives or tank cars carrying hazardous materials. Additionally, cars containing hazardous materials may not be adjacent to cars utilizing mechanical temperature controls or operating an internal combustion engine. Placement of cars however should avoid extra switching.

The table on the next page summarizes the restrictions, which apply to each type of material.

Derailment remains one of the greatest concerns for railroads. The derailment of a car carrying hazardous materials poses not only the problem of recovering the car and its lading, by also the threat to the public as well as railroad employees. To this end such cars should be placed in the part of the train with the least potential for derailment. Studies commissioned by both the AAR and ICC found the last quarter of the train to be safest followed by the first then third, with the second quarter of the train having the greatest potential for derailment. With this in mind, the last quarter presents the greatest danger in an accident involving another train overtaking and colliding with the rear of a train carrying hazardous materials. Additionally, placing cars loaded with hazardous materials after empty cars increases the potential for buckling and jackknifing. As a note, hazardous materials may only be carried by passenger trains in baggage cars with both placard and attendant.

Finally, although all of the above guidelines provide best-case solutions, switching should be minimized. Each switch movement represents an opportunity for mishap. Since safety is always a priority, the making up of a train represents a compromise between perfect placement and minimum handling. This compromise, however, must still protect the crew of the train in both the locomotives and caboose.

Applications to Modeling & Operations

So the big question remains: “What does this have to do with my model railroad?” First, the perfect train mentioned above (4,000 tons, less than 2% grade, and greater than 8o curves) leaves the modeler at a loss. First, the 4,000 ton limit equates to a trio of F7’s pulling three dozen fifty-ton cars (100 tons gross) and a caboose, which presents no problem in HO scale where modelers would love to haul that many cars. Even the 2% grade limit presents limited difficulty, since most model railroad designs seek to limit grades. The curve limit, 8 degrees, on the other hand, poses severe difficulties. Even a thirty-six inch radius in HO scale comes no where close to 8 degrees. Additionally, our short trains impede insetting requirements for hazardous materials. So we must selectively compress the requirements in a similar manner to the way we adjust the scenery and clock.

First, ignore or radically redefine the “perfect train.” Treat all but the shortest transfers as potential problem children. Secondly, follow prototype practice in blocking cars by destination, while relegating empties to the rear of the train. Also, avoid mixing long and short cars, seeking to marshal cars of similar lengths within blocks sharing a common destination. Since trains on model railroads are short, substitute a lower number of cars for the five required between cars carrying

RESTRICTIONS	Placard Group 1	Placard Group 2		Placard Group 3		Placard Group 4
	Rail Car	Tank Car	Rail Car	Tank Car	Rail Car	Rail Car
When train length permits, placarded car may not be nearer than the sixth car from engine or occupied caboose.	X	X		X		
When train length does not permit, placarded car must be placed near the middle of the train, but not nearer than the second car from engine or occupied caboose.	X	X		X		
An open-top car when any of the lading protrudes beyond the car ends or if shifted would protrude beyond the ends. As well as permanet bulk head flat cars.	X	X		X		
Loaded flat car except closed TOFC/COFC equipment, auto carriers, and other specially-equipped cars with tie-downs devices for handling vehicles.	X	X		X		
Any rail car, transport vehicle, or freight container with temperature control equipment of internal combustion engine in operation.	X	X		X		
Placarded cars may not be placed next to each other based on the following:						
Placard Group 1		X	X	X	X	X
Placard Group 2	X			X	X	X
Placard Group 3	X	X	X			X
Placard Group 4	X	X	X	X	X	

hazardous materials and occupied portions of the train. For example if your average train length is 10 cars, use three cars as your standard between the car carrying dynamite and the locomotives or occupied caboose. Also, use idler cars as necessary.

If your layout contains a hump yard, do not hump cars containing explosives. Additionally, minimize the number of switch moves involving cars containing hazardous lading. Take your time and be gentle during switching moves as well. Although model cars will not explode or issue colorful clouds of gas when smashed, the real cars, whose operations we recreate, do. Applying these simple procedures while operating your layout will provide an authentic flavor for the enjoyment of your operators.

Conclusion

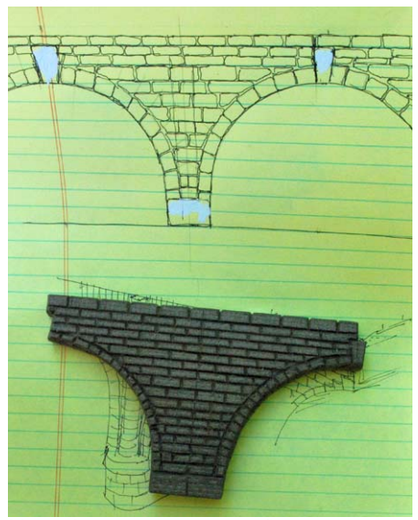
With the above information, you can avoid visits by the Federal Transportation Board and Environmental Protection Agency by implementing safe operating procedures. Not only do such methods add to the realism of the simulation, it also enhances the challenges experienced during operating sessions. The whole concept behind building and operating model railroads remains in seeking to recreate the world in miniature. We do so with rolling stock, motive power, scenery, and operating methods, why not do so with regard to the freight carried as well?

Stone Arch Viaduct Casting & Construction

Text & photos by Phil Bonzon, MMR

Okay, It happened to me again; I wanted something that did not exist commercially and having scratchbuilt many times before when the need arrived. I said why not? A stone arch viaduct for my B&O and one for the Gateway Division's switching layout was what I wanted, only plaster castings was not something that I usually make. The last time, I was a Cub Scout and made a plaster casting of an Indian's head, which I still have. At the 2010 MCoR Convention, Marty Vaughn MMR, MCoR AP Chairman, gave a clinic on castings and that was just what I needed to push me forward.

First I made decided to use plaster castings that would be 6" long and join at the keystone that is at the center of the arch. This way, I could make the bridges to any length, as long as it was a multiple of 6", and the parts would join at the narrowest part of the casting, meaning fewer things to match up.



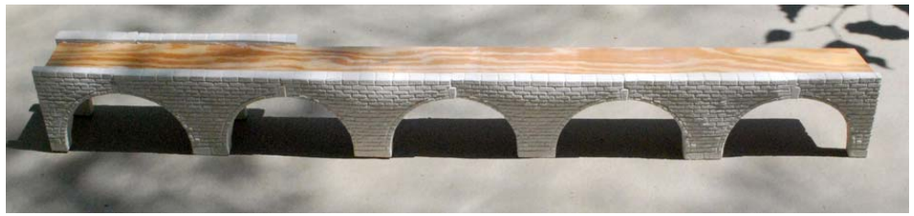
Next, I made a sketch of the part and decided to carve the master pattern out of homosote, because it carved easily, had desired thickness and some texture to the surface. After carving with an X-Acto #11 blade, I coated the pattern with shellac, let it dry, set the pattern on wax paper and sprayed it with PAM, cooking oil, to serve as a release agent.

The latex rubber mold was made from "Castin' Craft's Mold Builder" that I got at Hobby Lobby. Using a cheap disposable brush, I applied

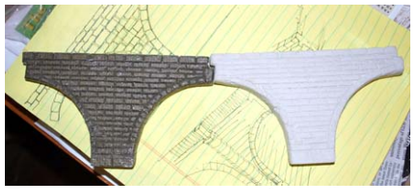
about twenty thin coats to the pattern; letting each coat dry before applying the next. To speed up the drying process, between coats, I put the pattern/mold in the oven for 30 minutes at 160 degrees.

After the latex mold had cured, I placed in a box of river sand, to support the mold while pouring the plaster.

I wet the mold with water that had a little detergent in it, then mixed Patching Plaster to a consistency of a milk shake and carefully poured the plaster into the mold, so that it filled the mold to the top. After curing, I popped out the casting and repeated



the process until all the castings needed were made.



For the inner structure of the viaduct, I ripped a 1x to the desired width for the roadbed and the pier supports. After the castings were completely dry, I trimmed up the edges with a file and used a combination of hot glue

and yellow construction glue to bond the castings and wood together. If the castings are still moist, the hot glue will not provide a temporary bond, I found. The yellow glue provides the permanent bond.

To fill in the underside of the arches, I mixed a stiff mixture (DQ Blizzard stiff) of patching plaster and applied it with a narrow putty knife.

After drying, I used a wood rasp and course sandpaper to bring it to its final shape and finish. Also, I used these to clean up any misalignment at the keystone.

Using a razor saw, I connected the 'stone joints' from one side to the other and carved in the joints with a X-Acto #11 blade.

Also, using a #11 blade, I recarved the joints at the keystones.

Using Woodland Scenics' acrylic washes and their instructions for coloring rock castings; I colored the viaduct. The base was made from ¼" Masonite; landscaped with foam board insulation covered with plaster

cloth; a mixture of patching plaster and sand; blended tuff, ground foliage; sand; twigs; rocks; "Realistic Water"; track/ballast and finally a hobo 'jungle' under an arch and two fishermen trying their luck.

Making your own castings is not a major task, as this was a different and fun project and certainly rewarding.

RSS Feeds Keep You Up-to-Date

by Richard Schumacher

RSS feeds are a way for websites to distribute their content beyond just those visitors using browsers. Feeds permit you to subscribe to regular updates, delivered automatically via a web portal, news reader, or by e-mail. To subscribe to the Gateway Division website's feed, go to www.gatewaynmra.org and click the envelope-like icon at the top right of the home page. We currently have 104 feed subscribers. There have been **1,368** clicks to content from this Feed in May 2010, and **9,581** clicks to content since the start (11/11/2008) of this Feed.

JOINT PICNIC

GATEWAY NMRA ST. LOUIS MCoR & National Railway Historical Society St. Louis Chapter @ WABASH FRISCO & PACIFIC

"COME RIDE THE MINIATURE STEAM LOCOMOTIVES"

Have Some Fun At Our 3rd Get Together Of Two Fine Train Groups.

Make Some New Train Friends

The Gateway Division NMRA and The St. Louis Chapter NRHS are having a joint picnic on Saturday, September 25, 2010, at the Wabash, Frisco and Pacific RR in Glencoe, MO. 11 am to 4 pm. Food will be served at 12:30 pm.

Food, beverages, train rides and attendance prizes will be furnished by the two organizations. Anyone wishing to donate railroad related attendance prizes, they will be added to the chapter and division prizes. Bring lawn chairs, as seating may be limited. In order to make sure there is enough food and drink available, we require reservations by Wednesday, September 8, 2010.

Contact **Ron Gawedzinski** at **rwgawed@yahoo.com** or **314-846-5559** and let him know who is coming, spouses, children and grandchildren are welcome. There will be sign up sheets at your chapter or division meeting.

THIS IS A NON-ALCOHOL EVENT, ANYONE BRINGING ALCOHOL TO THIS PICNIC WILL BE ASKED TO LEAVE.

Gateway Rail Services Tour

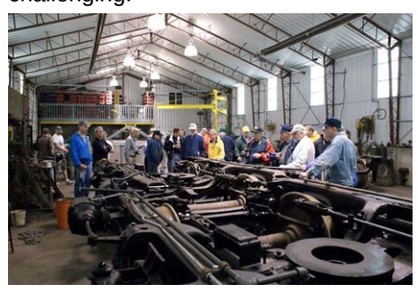
photos by Steve Binning

May 15, 2010 was another rainy Saturday in Illinois. A group of 30 rail fans from St. Louis Chapter NRHS, Gateway Division NMRA and friends met in the Gateway Rail Services yard in Madison, IL. After signing in at the office, we proceeded to the shop were Roger Verbeeren, President, Gateway Rail Services, gave us an extensive

tour of the shops and explained the process of rebuilding, remodeling and maintaining private rail cars. He also went in great depths to explain government and Amtrak regulations on these cars.

Roger also told us about the costs of certain jobs, regular maintenance and options the owner has in keeping his car in passenger service.

After going through 3 shops, we were free to roam the facilities, examining the fleet of almost 200 cars and take pictures, though the rain did make it challenging.



After the lunch break, we met at Granite City Passenger Terminal in Granite City, where the road ready cars are stored. Roger gave a short talk on the cars, then we toured several of the cars. On the tour, Roger showed us some of the modifications that were made over the life of the cars, and explained why some of these changes were made.

The tour made us aware that the cost of purchasing a passenger car is the least the owner will spend. Cost of maintaining and using it runs very high.

We asked many questions and Roger was patient and informative with his answers. It was a nice surprise for us to be given the souvenirs. The tour was a great success.

Union Pacific Operation Lifesaver

photos by Steve Binning

Thursday, May 20, 2010 was a rainy day in Pacific MO. St. Louis Chapter NRHS President Ron Gawedzinski had arranged for a group of railfans and friends from St. Louis Chapter NRHS and Gateway Division NMRA to ride Union Pacific's Operation Lifesaver train from Pacific to Washington MO. An estimate of 60 people were present and rode. There was a group of school students that planned to be on the train for the Operation Lifesaver program, but scheduling complications caused them to cancel.

Despite the rain, all seemed to enjoy the ride and many cameras and camcorders were busy. Umbrellas and rain gear were in heavy use. The major problem the rain caused was getting good pictures through the rain drops on the dome and other car windows, but that didn't dampen the spirits, it just provided special effects. After the return to Pacific, the train stayed a while and more photos were taken. Ingenious methods were used to protect the cameras and camcorders from the rain and still get good pictures and video.

Thanks to the Union Pacific Railroad, their crews, police, and especially Ron for arranging the trip.

St. Louis Chapter National Railway Historical Society/

Gateway Division National Model Railroad Association/

St. Louis Railway Enthusiasts

joint meeting

Tour of the Barriger National Railroad Library

Saturday, October 23rd 2010

1:00 – 4:00 PM

Meet in **Room 315** of the Thomas Jefferson Library, North Campus

University of Missouri – St. Louis

The Barriger National Railroad Library is one of the largest collections of railroad archives, books, photographs, and related artifacts in the nation. Besides the vast John W. Barriger collection, this library also houses the Bureau of Railway Economics Collection, The American Car & Foundry Archives, The Milwaukee Road Archives, GM&O Historical Society Archive, over 50,000 photographs, timetables, stock certificates, and a vast collection of periodicals. For more info about the library visit http://www.umsl.edu/barriger/index.html

AGENDA:

Introduction

Video about the Library

Talk by Gregory Ames: *Resources for Railroad Historians & Resources for Modelers*

Challenges Facing the Railroad Fan Community Today

Tour of the Library

The University of Missouri – St. Louis is located just off Natural Bridge Road, Exit 6 from 170

Or Just off Interstate 70 exit 240 Florissant Road

Free parking will be available on the North Campus, off of West Drive, in the ramp garage numbered 52; see map available at:
http://www.umsl.edu/misc/Maps/08_2008/UMSL%20MAP_north08%202607.pdf

Campus is also accessible by Metrolink – but it is a long walk up hill to the library.

Director's Report

by Phil Bonzon, MMR

MCoR BOD Meeting
June 12, 2010

I. General Comments:

The Division continues to meet monthly 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 are current with their annual $5 subscription fees or via e-mail to members who prefer this method of communication. Meeting info is also posted on the Gateway Division website which is www.gatewaynmra.org. Meeting and website updates are available through our RSS feed at http://feeds.gatewaynmra.org/GatewayNMRA.

II. Division Monthly Meetings: January through July 2010

January: Annual swap meet at Trinity

February: O'Fallon, IL. - "Quick Trees, Rock Carving and Coloring & Photo Backgrounds using Doug Tagsold's DVD and a printed handout showing his methods, prepared and presented by Phil Bonzon MMR.

March: Trinity - "Member's Show and Tell Night" presented by members using slides and DVD's.

April: O'Fallon, IL. - "Painting and Weathering Engines" with examples and a CD handout, prepared and presented by Phil Bonzon MMR.

May: Trinity - Members received an American Model Builders' Laser-cut wood building kit to be built and judged at the September meeting. Pete Smith MMR 120 prepared and presented examples of building Laser-cut wood structure kits, and Phil Bonzon MMR 427 presented the NMRA Achievement Program using a Power Point presentation prepared by Marty Vaughn MMR, MCoR AP Chairman, also how the AMB Laser-cut wood building kit could be built to achieve a merit award. along with a printed handout showing kitbashing possibilities, points scoring and an example of AP paperwork.

June: O'Fallon, IL. - "The Essence of Operations" presented by Bob Johnson and the use of Track Warrants presented by Rich Lake.

July: Trinity - There will be a continuation of the June Operations Clinic with Gene Coffman presenting the use of the computer operation's program "RailOp".

III. AP Activity:

January: Don Taschner MMR 403, Gateway AP Chair, presented Dave Roeder MMR 373 his Motive Power AP certificate giving Dave eight AP certificates and Phil Bonzon MMR 427 with his MMR Plaque, which was late in arriving, and who is continuing to work on the remaining four AP certificates.

IV. Membership Activity:

Our Division is making some progress in the challenge to increase new membership, retain existing members and keeping them active in Division programs. Recent membership data includes the following: 235 active NMRA members, and 464 inactive members for a total of 699 in the Gateway Division territory. Within these totals are 47 Gateway members that are current with their $5/year subscription fees. There are currently about 94 members on our e-mail list receiving monthly meeting info over the Internet and efforts are continuing to update the database for this activity. Also, there are 108 subscriber/readers to our Division RSS Feed, which keeps them informed of meetings, activities and additions to the website. We gained four new members in February, as a result of our participation in the November 2009 train show in Collinsville, IL with the switching layout, in March three new members, April one new member and one transfer from the North Central Region and in May one member rejoined after a five year absence, so our YTD is ten new members.

Other activities to promote the hobby, increase and retain membership:

a. Joint Gateway Div. and local NRHS chapter tour of the Gateway Rail Services at Madison, Illinois, and the Granite City Passenger Terminal, Granite City, Illinois.

b. Joint Gateway Div. and local NRHS chapter UP RR Operation Lifesavers train ride from Pacific, Mo., to Hermann, Mo., and back.

c. A switching layout was constructed by members last Fall and displayed at the March Boeing Model Railroad Club show in St. Charles, MO to promote membership in the NMRA and was again well received with quite a few membership applications taken, especially the Rail Pass. The switching layout will continue to be displayed at train shows. And, it will be used for a Switching Contest at a Gateway monthly meeting later this year.

d. A membership recruiting poster/flyer prepared by Phil Bonzon MMR, was distributed by members for display in nine local hobby shops, see attached poster/flyer.

e. At our May monthly meeting a weekend of “Operations” was proposed for Gateway members, involving three operating sessions with a choice of operating on six different layouts. The “Weekend Ops” will follow our clinics on operations. This proposal was very well welcomed by the membership and six layouts owners have volunteered their layouts for the Op sessions.

Mike Thomas continues to do an excellent job as the Editor of the Division publication entitled the “RPO”. Mike is always looking for articles to publish so any MCoR members who might be interested please contact Mike.

The Gateway Division website, managed by Richard Schumacher, continues to be very busy. Stats for the month of April are typical and include the following:

-Hits for entire site: 2,421,216 (80,707/day)

-Visits: 57,044 (1901/day)

-Page Views: 82,835 (2761/day)

-Search engine referrals: 11,018

-What is viewed is also monitored to determine what is of the greater interest to the viewer.

- There are 108 subscriber/readers to our Division Website RSS Feed.

IV. Officers/Department Chairs:

Superintendent: Hank Kraichely

Assistant Superintendent: Tim Stout

Division Director: Phil Bonzon MMR

Paymaster: Dave Lyon

Clerk/Secretary: Don Ayers

Membership Chairman: Phil Bonzon MMR

Monthly E-mail Notice Manager: Don Head

AP Chairman: Don Taschner MMR

RPO Editor: Mike Thomas

Gateway Website Manager: Richard Schumacher

VII. Death of members since the January 2010 report:

I am happy to report that none of the membership has passed away since the tragic death of Oliver D. Joseph’s in December 2009.

Finally, we will continue to promote membership in the NMRA and try to provide interesting clinics and activities to retain and attract new members.

Division Officers

Superintendent
Hank Kraichely

Assistant Superintendent
Tim Stout

Clerk (Secretary)
Don Ayres

.

Paymaster (Treasurer)
Dave Lyon

Division Director
Phil Bonzon, MMR
.