

RPO

Volume 21, Number 2
Summer 2013
www.gatewaymra.org



RPO

Summer 2013: Volume 21, Number 2

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

Editor: John Carty

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

Any item may be reproduced by other NMRA publications, unless specifically restricted, as long as author and source credit is included. Advertising of interest to our membership is accepted for publication in the *RPO*. Contact the Editor or Treasurer for current rates and artwork size information. Please send submissions, suggestions, letters, and address corrections to:

Editor, *The RPO*
Gateway Division NMRA
715 W. Cleveland Ave
Belleville, IL 62220

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

Submission deadlines:

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

All content is Copyright © 2012 Gateway Division NMRA unless otherwise noted.

Visit our website at
www.gatewaynmra.org

On The Cover

photo by Bill Linson

Famous (to PRR folks at least) MG Tower. Taken from car #26 during a steam excursion on Horseshoe Curve. See more photos starting on page 12.

In This Issue

Superintendent's Desk.....	2
Under the Wire.....	3
Tricks for Tracks.....	4
2013 Gateway Div. Annual Kitbash Contest.....	5
Central Ohio RPM Meet.....	7
Steam Excursion on Horseshoe Curve 12 UP Operation Lifesaver.....	16
Southern IL Depot & Station Tour.....	19
Building a Mobile Substation.....	25
Division Meeting Minutes.....	27
Timetable of Events.....	30

Corrections

An error involving the abbreviation for National Railway Historical Society (NRHS) was shown as NHRS several times in two articles of the Spring issue: first, in the last paragraph of the "Superintendent's Desk", as well as in "Meeting Minutes for January 21, 2013", under "Announcements."

Sorry for the misidentification.

Superintendent's Desk

by Tim Stout

Well June has arrived which means the year is approaching half over and summer is in full swing. June is also when the fee for the *RPO* comes due for those members who wish to receive the *RPO* in printed form along with the printed postcard meeting reminders.

This year the cost will go up from five dollars to ten dollars to cover the costs of printing/ paper/ ink/ mailing etc. This will now make the RPO break-even again; we had been losing some money each year as costs rose.

Last month we handed out approximately 30 building kits for the annual modeling contest. I'm sure we will see some excellent models returned at the September meeting for judging. Don't miss it! Come and vote for your favorite model. Contest winners will be decided by popular vote, your vote could be the difference.

Before then there is a summer full of activities to take part in. The Mid Continent Regional Convention in Overland Park Kansas just outside Kansas City June 13 – 17th. I will be there with my wife in attendance at a make and take clinic on Thursday night and touring lots of interesting layouts Friday night and Saturday night. I'm sure Brenda and I will come back with some more interesting and useful ideas for our (my) next model railroad.

There is also a Great American Train show coming up at the end of July in Belleville, IL. I plan to work at our table for a few hours that weekend along with other volunteers. This helps the division get our message out and we may even be paid by the show for displaying our portable layout as well. That is a win-win - getting paid to show off our layout to the public. Contact Don Ayers for details and to volunteer for your time slot.

August 2nd and 3rd will be the 7th annual St. Louis Railroad Prototype Modelers (RPM) meet at the Gateway Convention Center in Collinsville IL. The Gateway Division will have a table there that we can put information on as well as display the portable layout.

As summer winds down there will be another joint picnic this fall with the Gateway Division NMRA and the St. Louis chapter of the National Railway Historical Society (NRHS). Likely date is the first weekend in October, stay tuned for details. Location will be the Wabash Frisco and Pacific (WF&P) in Glencoe Mo. If you haven't been to one of these before please come out and enjoy the food, friendship, and free train rides all day long. If you have been to one of these in the past I hope to see you again.

Lastly, I must apologize for my mistake in the last Superintendent's column. I inadvertently referred to the National Railway Historical Society (NRHS) as the NHRS several times in my column.

Look forward to seeing everyone at these events and our next monthly meeting in O'Fallon IL.

Until next time, *Tim*.

Under the Wire

By John Carty

Summer is here and with it vacations, yard work, baseball, softball, and summer camps along with hot, humid weather. The call of the great outdoors, coupled with the project list furnished by my better half, derails modeling time.

This does not preclude, however, sneaking some hobby time into each day. Lunch hours do come in handy.

We are in the midst of our division's annual kit-bash contest. The unveiling in September should only be the first. Please enter your creations in the contest at the Fall Meet in November as well.

Once again I am asking for each member to submit at least one item to the RPO this year. I greatly appreciate those who have stepped forward and shared what they have learned with the

rest of the members of the division. In order to truly represent the diversity of our organization, however, we need to hear from everybody.

Thank you again for the generous support I have received as your editor.

John

Tricks for Tracks

Washington DC (April 1) FRA
OUTLAWS MOLDED-ON HANDGRABS

The Federal Railroad Administration today outlawed molded-on plastic handgrabs on all freight and passenger cars on model railroads, citing safety concerns.

"The little people employed in yard. train and engine service on these pikes are being injured when they appear to reach for a handgrab expecting it to be real wire and find out too late that it's solid plastic." a spokesperson explained.

This effectively removes a lot of kit-built and "RTR" rolling stock placed in service before about 1999, and even a large swath of cars supplied more recently. Smaller scales and the more marginal pikes in all scales will be disproportionately affected and it might not even be practical for them to retrofit existing rolling stock with wire handgrabs. Owner/operators have only until 12:01 AM July 1, 2013, to comply.

"What are we supposed to do?" quipped the General Manager of a well-known N-scale road, "file for abandonment? The minute we do that, the right-of-way will revert to other uses such as washers and driers; you'd never get it back."

Asked how the ban might affect cars that were furnished with owner-applied hardware and/or may have no handgrabs at all, the spokesperson explained: "Despite some vague anecdotal evidence that the process of applying wire handgrabs leads to

psychiatric illness in some people especially in HO scale and smaller we simply cannot allow this to stand in the way of safety. Properly secured owner-applied hardware is acceptable. But we will be going after the scofflaws that are not making any attempt to apply them even in Z-scale."

He went on to explain that some figures in the scale railway industry had been caught beneath the wheels of passing trains after losing their grip on a solid plastic handgrab and had suffered scrapes, scarring, and in some instances involving the larger scales even visible indentations that could only be addressed with topical treatments and that in most such cases an actual cure was impossible. In at least one known case, a mishap resulted in a fall about four feet to a concrete slab. The victim was immobile and had to be scraped up with a file card.

Wm. K. Walthers and other firms will be ordered to provide lists of customers who the firm had supplied with rolling stock that was furnished with user-applied hardware items as a kit. Effective immediately, pikes will have to submit paperwork documenting application of wire handgrabs on every car placed in service.

"We run our pike on our own time." quipped another owner. "We don't have a staff that can deal with these new regulations. And during the summer, a wheel might not turn for weeks at a time."

Frodo Proto, a Walthers spokesman, was more sanguine: "Look, everyone knew this was coming. That's why we recently announced that all our cars would have factory-applied wire handgrabs going forward."

One reporter, noting that many of these workers appear to have a condition not unlike rigor mortis and cannot visibly bend their hands or arms without assistance in the first place, was

greeted with the retort that the law requires that little people with disabilities including chronic severe plasticized systemic stiffness (CSPSS) had a right to work just like other little people, even if they had no visible signs of any active organic functions. "The

minute we start making exceptions, people will stop taking us seriously," the spokesperson said.


from the NKP Yahoo Forum

<http://finance.groups.yahoo.com/group/NKP/message/23087>

2013 Gateway Div. Annual Kitbash Contest

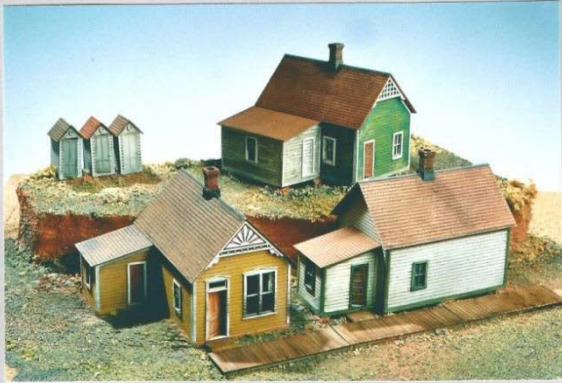
RULES:

1. Build the diorama.
2. Have Fun.
3. The buildings are to be on a base that does not exceed one square feet in area and maybe any shape as long as it does not exceed 1 Sq. Ft. (144 sq. inches)
4. The base may be flat or contoured.
5. A background is allowed, but not required.
6. Additional materials may be used in building the diorama.
7. The house kit maybe modified in anyway desired by the builder.
8. The 3-house kit does not have to be built as three houses. Think out of the box, use your imagination.... a long freight house or bunkhouse, a 2-story and 1-story house, a 3-story house, build as commercial buildings, etc.
9. Figures, miscellaneous details and scenery maybe added to the diorama and are encouraged.
10. There will again be two categories of entrees, *Craftsman* (previous award winner) and *Novice* (no



This kit is based on a row of houses which can still be seen today on Reese Street in Silverton, CO. Constructed in the early 1900's, they are typical of the modest tract houses built to accommodate workers in mining areas throughout the West. Similar houses dotted the streets of mining towns in California, Nevada, Arizona, Colorado and Utah. As time went on, the houses were added onto and expanded to fit the needs of their residents.

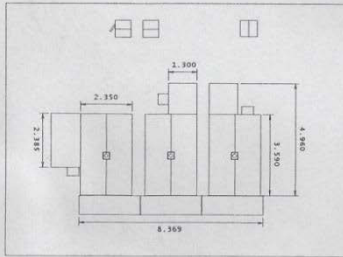
We have provided components for constructing three complete houses, including their lean-to's, boardwalks and outhouses. To give your buildings an individual look, you can choose from four different gable trims. The lean-to's, which can be made in two different sizes, may be used on the back or side of the buildings. By doing a bit of kit-bashing, you can duplicate the houses in their "expanded" form. Although there are many different ways to arrange the components, the three houses, built as designed, will fit on a 10" x 5" footprint (not including the outhouses).



THE REESE STREET ROW HOUSES
HO KIT #5903

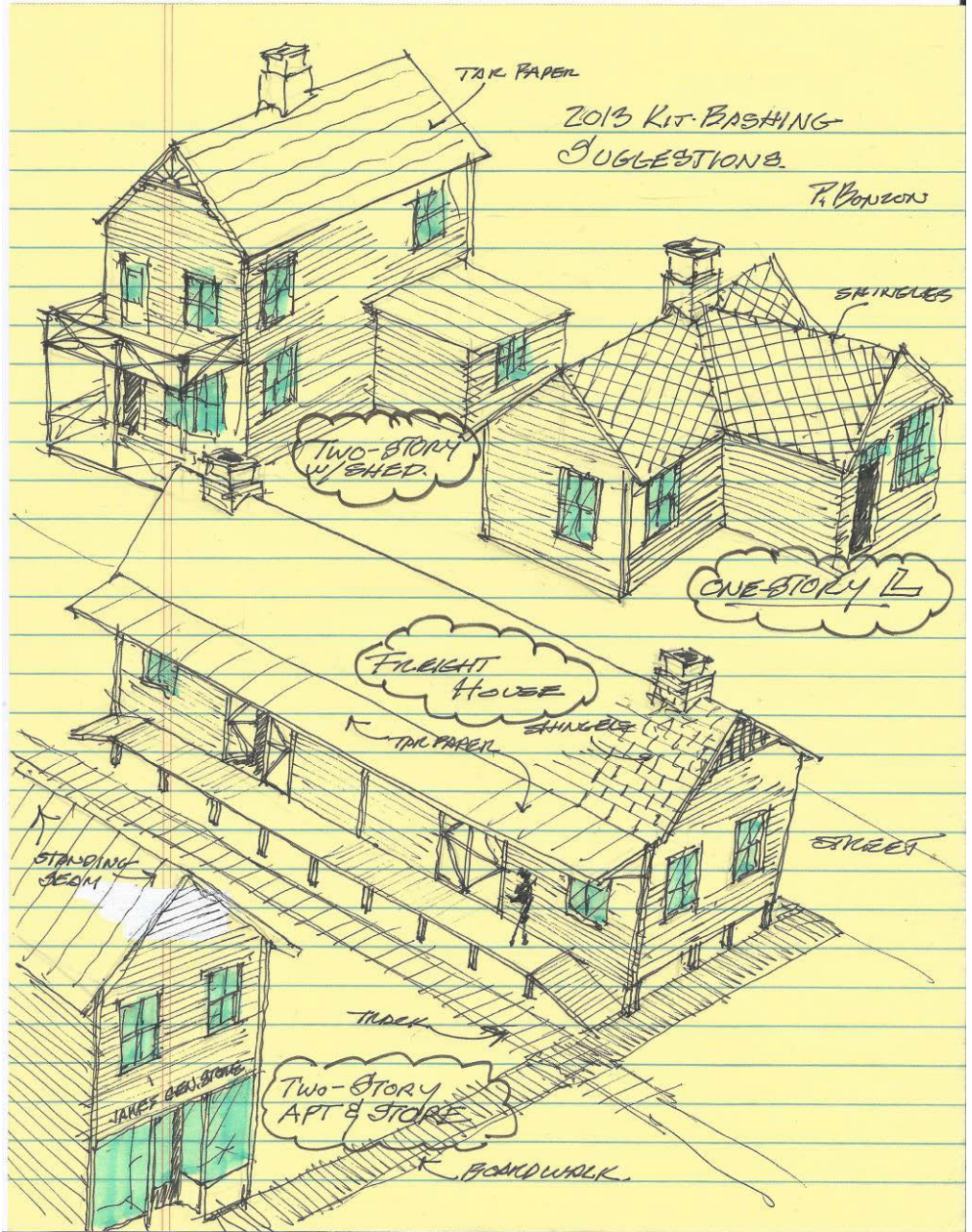
PARTS LIST

5021	Rear door
5030	Side and rear windows
5057	Chimney
5258	Eave Trim
5259	Front window and door
5903-1	House sides and ends
5903-2	Lean-to sides and ends
5903-3	House and lean-to roofs
5903-4	Floors, outhouse, boardwalk
5903-5	Window glazing material



previous award)

11. Dioramas are to be built and return for judging at the September 16, 2013 Gateway meeting at Trinity Church.



Central Ohio RPM Meet

by John Golden

Photos by the Author

The fourth-annual 2013 Central Ohio Railroad Prototype Modeler's Meet was held at Marion Union Station, Marion, Ohio, on April 25-27.

The meet is hosted by Denis Blake, a Norfolk Southern engineer and a longtime Seaboard Air Line RR modeler. Denis is actively involved with numerous historical societies, hobby manufacturers, authors, and provides the Marion RPM as a non-profit service to the hobby community. Under Denis's direction, proceeds from the meet go directly to the Marion Union Station Association, which maintains the facility and the historical artifacts on the site. Denis has hosted the meet since 2010 and is assisted by Kevin Tweed, John



Photo 1. RPM meets feature large model display brought by attendees, and Marion was no exception. Modelers brought at least 692 models of all scales, gauges and eras for display. These DT&I models are the work of Brian Everett.

Known by the modeling community as "Marion RPM", this event followed the successful RPM format, with clinics, model displays, layout tours, no contests, door prizes, and plenty of time for fellowship. 72 modelers attended the meet, several from as far away as Georgia and Pennsylvania and Canada. Also in attendance were many family members and railfans that flock to Marion every weekend. 692 models were displayed by attendees—a record for the meet.



Photo 2. An eastbound CSX auto train is seen from the restored Erie AC Tower window at Marion. The train is on the former Erie-NYC combined route through the interlocking. More photos and information on the station are available on the Marion Union Station Facebook site at <https://www.facebook.com/MarionUnionStationAssociation/timeline>.

Peters, his wife Robin Blake, and his daughter Jeannine Blake.

employer in the city.

The restored Marion Union Station is a destination in itself. The depot is a gathering place and also serves as a regional railroad museum, featuring CTC and tower panels, train control equipment, signals, books, and historical documents on the station and area railroading. The museum also features the restored AC Tower which



Photo 3. Marion is full of surprises. Here an eastbound CSX local has a former NYC caboose in tow for local switching and backup moves.

Unlike most RPM meets, which are hosted in a hotel or convention center, Marion RPM is held in the restored Marion Union Station, which is located in the middle of three busy double-track main lines—two CSX and one Norfolk Southern about 45 miles north of great Columbus, Ohio. In the glory days these lines were the very busy Pennsylvania Railroad Columbus to Sandusky main line, the New York Central St. Louis line, the Erie Railroad New York to Chicago mainline, and the Chesapeake and Ohio main line north of Columbus. About 75 trains hit the diamonds here every day, adding a dynamic to the meet. Marion was also the home of the world-famous Marion Power Shovel Co. which was an industrial giant and major

was built in 1902 by the Erie, NYC, and C&O railroads and once guarded the



Photo 4. This is the former Erie Railroad AC (Atlantic Crossing) Tower, which has been moved from its original location across the tracks to the Marion Union Station museum site on the south side of the junction. It served the interlocking from 1902 to 1995, and was built on a two story tower instead of the current one-story tower. The tower closed in January 1995 and was moved in November, 1999, and still has the original Taylor Model 2 "pistol-grip" electro-mechanical interlocking machine. AC has been beautifully restored inside and out.



Photo 5. The Taylor interlocking machine in AC Tower. The top of the cabinet is glass, allowing viewers to look into the cabinets and see the electrical and mechanical connections. Underneath the front face of the cabinet (the black panel below the red buttons) are the mechanical interlocking tabs for the machine.

volunteers who have fully restored the machines mechanically and electrically. Trains can be simulated on the model board, and visitors can work the signals and switches to clear trains through the interlocking using all the original equipment. Volunteers even use the original oils to lubricate the interlocking devices so the machine smells like it did when in operation. Your author spent 90 minutes working trains through the interlocking during the meet and it was an incredibly cool experience. AC Tower is literally a hands-on time machine. You can read more about Marion Union Station at

busy triple mainline junction and is one of only two fully-restored, vintage interlocking machines in the nation. The tower still has the original model board and interlocking machines and still operates thanks to dedicated

<http://consumer.discoverohio.com/search/details.aspx?detail=45414>



Photo 6. A close-up view of the restored model board. The tower was donated to the Marion Union Station Association in 1995 by Conrail, and was moved from its original site across the depot to the depot grounds. The restored model board shows the pre-Conrail track alignment, with the Erie and New York Central lines going from left to right, and the Pennsylvania and Chesapeake and Ohio main lines going top to bottom (right and left, respectively). The round glass devices are mechanical timers which are part of the intricate system used to protect trains moving through the interlocking plant.

Also included on the depot grounds is the Marion Model Railroad Club, which has a large, permanent layout constructed in the depot's former baggage building. Joe Slanser, whose amazing home Erie RR layout was featured in *Model Railroader* in the late 1970s, is one of the founding members of the Marion Club, which celebrated its 50th anniversary in 2000. Joe worked for the Erie and was the key figure involved in restoring the depot. Joe spent much of his personal wealth and time on the layout and restoring the depot to at least some of its former glory. You can read more about the Marion Model Railroad Club at www.marionmodelrailroadclub.org.

Denis and his crew collected \$2,500 in door prizes from an impressive number of retailers, including Athearn, Tangent Scale Models, Model Expo, MicroTrains, Kadee, Intermountain, Kalmbach Publishing, Rail Shop, Red Cap Line, PRR T&HS Lines West, Bob the Train Guy, Fast Tracks, Irish Track Layer, Evergreen Scale Models, Monster Model and Laser Works, WrightTRAK, Xuron, Broadway Limited, A.I.M.Products, Marion Model Railroad Club, C&O Railway Historical Society and the Railroad Prototype Cyclopedia



Photo 7 George Detwiler (at right), one of the principal men responsible for moving the tower to its present site and restoring the interlocking machine, assists a railfan in setting a timer to clear the interlocking during a simulation. George is a former railroad employee and understands the interlocking logic well, and is a very patient instructor.



Photo 8. This model display was provided by Dale A DeVene.



Photo 9. James Evans of Worthington, Ohio displayed this bulldozer load among many other beautiful D&RGW models.

P Cyc Publishing Co., and many more. Everyone left with at least one door prize.



Photo 10. A beautiful display of HO scale Wellsville, Addison and Galeton (WAG) rolling stock was displayed by Ohio modeler Mike Schleigh.

Denis has done a terrific job marketing Marion RPM, and maintains numerous photo websites and social media sites to promote the event.

You can get regular information on the meet and events at Marion by joining the Central Ohio RPM Group on Yahoo Groups at <http://groups.yahoo.com/group/centralohiorpm/photos/album/0/list?order=mtime>. You can also access live chat, photos and information feeds on the Central Ohio Facebook site at <https://www.facebook.com/groups/438383252883060/>. Photos of the 2013



Photo 11. Marion Station includes a very large amount of retired signal equipment from many area railroads. RPM attendees displayed models all over the building, including this display atop one of the retired CTC model boards.



Photo 12. This outstanding scratchbuilt Atlantic Coast Line branchline caboose is the work of host Denis Blake.



Photo 13. These gondola models were brought for display by your author. Both of these gondola models have been the subject of extensive articles in the Seaboard-Coast Line modeler magazine, the quarterly modeling publication of the Atlantic Coast Line & Seaboard Air Line Railroad Historical Society.

meet are also posted online at least three sites, including [http://s1187.photobucket.com/user/salgu1/library/2013%20Central%20Ohio%](http://s1187.photobucket.com/user/salgu1/library/2013%20Central%20Ohio%20)

20RPM/MitchReed%202013%20CORP
M%20Photos?sort=3&page=1,
[http://s1187.photobucket.com/user/salgu1/library/2013%20Central%20Ohio%](http://s1187.photobucket.com/user/salgu1/library/2013%20Central%20Ohio%20RPM/MitchReed%202013%20CORP%20Photos?sort=3&page=1)
20RPM/MitchReed%202013%20CORP
M%20Photos?sort=3&page=1, and
[http://s1187.photobucket.com/user/salgu1/library/2013%20Central%20Ohio%](http://s1187.photobucket.com/user/salgu1/library/2013%20Central%20Ohio%20RPM/MitchReed%202013%20CORP%20Photos?sort=3&page=1)

20RPM/GwynnethPatrick2013CORPM
%20photos?sort=3&page=1.

There is much to see and do at Marion Union Station, and we hope to see you there next Spring at the 2014 Central Ohio RPM, which is scheduled for April 24-26.

Steam Excursion on Horseshoe Curve

by Bill Linson photos by the author

I spent last weekend with three friends in the Horseshoe Curve area for the steam excursion of the NKP 765. Below are five photos (extreme crowds, but we take what we can get). Trip was a round trip from Lewiston, PA, through Altoona, around Horseshoe Curve, and through the Gallitzin Tunnels and back - about seven hours in all.



#765 rolls through Tyrone Saturday, eastbound on its way back to Harrisburg for the night. Note two tenders (for water) and two NS Heritage units -- Pennsylvania and Conrail.



Above & below: Beautiful 765 arrives at Lewiston to take on our group for Sunday,. There were 17 cars on the train.





Pennsylvania Heritage unit.



Conrail Heritage unit.

From the steam excursion trip last weekend, all are from our vantage point on car #26.



Just some of the crowd as we rounded Horseshoe Curve; these folks paid \$20 each to be here at the Curve and see the engine. The crowds were like this the entire 70-80 mile trip and numbered in the tens of thousands.



On the way back, the train stopped in Altoona for a couple of hours, and went into Works (the huge engine facility in Altoona) for replenishment of water. We saw these two guys - 9098 is brand new "off the showroom floor", according to the Norfolk Southern Division Superintendent, who visited with us a few minutes.



"Queen of the Fleet" according to Norfolk Southern folks ... this is the lead "F" unit that heads up the railroad's "office car special" for dignitaries and customers on special trips.

Union Pacific Railroad Operation Lifesaver

by J.E. Oberneufemann

June 3, 2013, The St. Louis Chapter NRHS and The Gateway Division NMRA participated in the Union Pacific's Operation Lifesaver program. We boarded the train in Dupu, IL. and rode to Gorham IL. then returned on the same line. We had a group of approximately 70 people.

On the train, we were participated in the Operation Lifesaver program. In addition to the program, we saw substantial flooding along the



Photo by David Graham

Mississippi River.

We were instructed to bring a lunch, because the only thing available on the train was water. To our pleasant surprise, UPRR treated us to sandwiches.

Thank you Union Pacific Railroad for the ride and hospitality. Thank you, Ron Gawedzinski and David Huelsing for setting up the

excursion.



The Heritage Locomotives

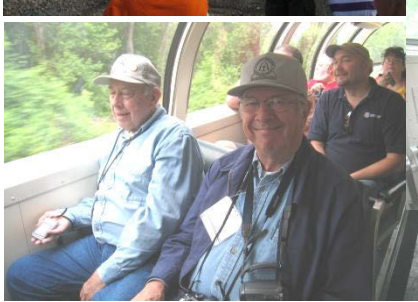


Photos by David Graham





Photos by Joseph Oberneufemann



Southern Illinois Railroad Depot & Station Tour

by David Huelsing

Submitted by Ron Gaweziński

Photos by David Huelsing & Rick Sprung



Group photo at Misselhorn Art Gallery / GM&O Depot Sparta, IL

On April 20, 2013 our St. Louis Chapter of the NRHS hosted a tour of surviving railroad stations and depots in Southern Illinois. This was a joint event with the Gateway Division NMRA, but open to anyone. The planning for this trip started about a year before. Last fall, Trip Director Rick Sprung and I scouted out several depots including



Waterloo, Illinois

some we decided not to include on this tour. 44 members and guests joined us on this excursion. To entertain passengers during the trip, several films of trains in Illinois were shown, including a documentary on railroad stations.

Our bus left St. Louis about 7:30 am picking up passengers in South St. Louis County, and Columbia, IL. As we passed through Waterloo, IL we pointed out the 1910 Mobile & Ohio (later GM&O) depot, which is now a thrift store. Due to its closeness to St. Louis, altered architecture, and no place to park

It currently houses the Roscoe Misselhorn Art Gallery. Misselhorn is a well-known sketch artist and the gallery features all of Misselhorn's art, along with railroad memorabilia, and memorabilia from the movie. Terry Waldron was our host at the depot, and gave a great tour. Outside the depot, there is a caboose. Before we departed, we all posed for a group photo at the station. This is a great depot to visit on a weekend drive. For more information visit their website:

www.misselhorngallery.com



Interior of Sparta, IL depot



GM&O Station—Murphysboro, IL

Next on the tour was Murphysboro, IL, where we inspected the 1888 GM&O two story brick depot. It is currently in poor condition, but it appears a restoration effort is in progress. We drove by the old roundhouse, which has been modified, and is visible behind a chain link fence. Then we stopped at the Illinois Central Station, which is a beautiful depot in



Above: Illinois Central Station in Murphysboro



Left: GM&O Roundhouse in Murphysboro

rehabilitation office.

restored condition. It currently houses a

The 1903 Illinois Central Station in Carbondale is now a museum and community center called Station Carbondale <http://stationcarbondale.org> Judy Tucker was our host, and was a wealth of information on

the station and local history.

Outside the station is an Illinois Central diesel and caboose which are open to walk through. A short walk away is the current Amtrak Station built in 1981, and some of our group walked down there as well.

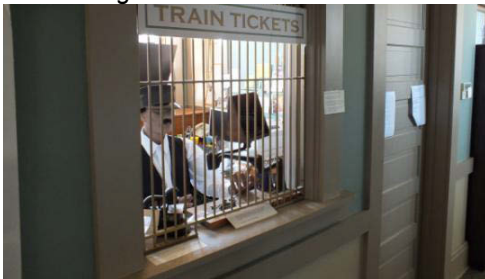


Amtrak Station, Carbondale



Illinois Central Station, Carbondale above: exterior

Below & right: interior



Marion, IL has two surviving depots. Since we were running behind schedule, we skipped the Chicago & Eastern Illinois (C&EI) Depot which is now a Lions Club and is a somewhat modified structure. We did visit the Illinois Central Station, and had a bit of a surprise. This station had once been part of the Crab Orchard & Egyptian as a tourist railroad, but it had appeared somewhat abandoned during our fall scouting trip. When we arrived, a diesel and caboose were parked in front of the station. Our bus group initially surprised some of the people

working there, but after explaining the situation, we found out it is now the MODOC Rail-road Academy and the workers explained their organization to some of our members.



Depots of Marion, IL: CE&I above and Illinois Central below



We made a short photo stop at the Johnston City depot. This is a former C&EI brick



station. The station is either used for storage or is abandoned. It sits along active Union Pacific tracks.

C&EI—Johnston City, IL



West Frankfort, IL was another great stop. This wooden C&EI depot is owned by the local historical society. It houses a Veterans Museum. Jim Haris manages the station. The volunteers there were very accommodating, and had us gather for a group photo in front of the station. This is another small museum I recommend visiting on a weekend trip, and it is

normally only open on Sundays.



Top: interior of West Frankfort Depot
 Above: Exterior of West Frankfort Depot
 Right: Group photo outside the depot



Benton, IL contains a brick Illinois Central depot. It is extensively modified, and is currently occupied by a food pantry.

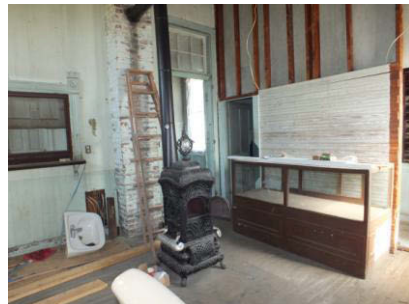
Above: Illinois Central depot. Benton. IL



We made a very short photo stop. Nashville, IL contains an 1885 wooden depot that was built by the Louisville & Nashville (L&N) Railroad. This small wooden structure is intact but in rough

Louisville & Nashville depot in Nashville.

condition. Hope-fully some sort of local preservation effort is underway. I heard many members mention how much charm & character this station still has. Outside the station are remnants of an old scale and baggage carts. Inside is still an old stove. This depot looks like something out of an old photo.



The final stop was Mascoutah, IL. It is also an L&N wooden depot, but much larger than Nashville. It has been moved into a city park, and is owned by the city of Mascoutah. They use it for private events, along with the attached Pullman Car. Also at the site is a Missouri Pacific caboose. Harold Knoth was our

Inside the Nashville Depot



L&N Depot in Mascoutah

tour guide and told the story of moving the depot and equipment, and allowed us into the caboose as well. They also provided refreshments for our group.



Overall, I believe everyone had a great time. The weather was perfect. We saw some great stations, learned something about their history and architecture, and made some new friends. We are looking forward to doing another station trip in either Missouri or Illinois next spring.

Building a Mobile Substation for the Day Lines

By John Carty

Photos by author

While reading a recent issue of the *Flyer*, (Volume 24, No. 2, Fall 2010) published by the Illinois Traction Historical Society, I came upon a photograph on page 5 of a mobile substation used



by the Illinois Terminal Railroad in the article "Jackson 'Jack' Majors, The Last Living IT Lineman." This car provided power to the overhead in order to keep trains running, while line crews conducted repairs to a substation or other power source. Since I model the East St. Louis & Suburban Railway System, another traction line, in HO scale, such a car provides a unique piece of maintenance of way equipment to model. Succumbing to temptation, I decided to kit bash my own car patterned after the prototype whose photograph appeared in the magazine.

I started with a 36' foot boxcar kit from Roundhouse. Using this kit in conjunction with an Atlas HO Substation Kit, I created a drawing of my version of the car in the magazine. The result is a composite design which captures the feel of the Illinois Terminal albeit in East St. Louis & Suburban form. With this in mind, I took the time



to select components from the Atlas kit. I also sought to use as many of the components of each of the kits as possible.

First I removed the cast grab irons, bolts, and

brake platform from the body. Next, I plugged the mounting holes for the doors, and later the roof walk. I then cut the body twenty-two scale feet from the "B" end, retaining a strip of the body at the bottom with which to cover the floor casting. I also cut and saved the "A" end, saving the buffers, leaving this end about 0.040" short. After squaring the cuts, I installed the "A" end in its new location adding a piece of 0.040" square strip styrene to fill in at the bottom of the end. To this assembly, I

filled the gaps with Squadron putty and dressed the seams. I also added two weather heads cut from 1/8" styrene tubing.

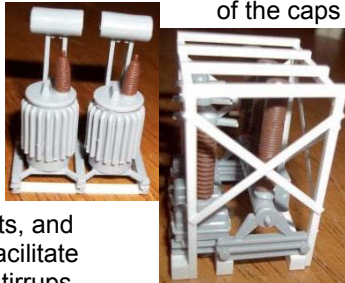
Next I drilled #79 holes and installed drop grab irons on the sides and "B" of the body, using a piece of 0.040" square styrene

as a spacer. I also added to straight grab irons at the corner of the roof using the same spacer. I cut two pieces of the unused portion of the body to fill the door holes and filed

them to fit, again filling gaps with putty. I also covered the vertical seams with 0.010" x 0.060" (roughly a scale 1 x 6) strip styrene. I replaced the bolts in the ends of the body with Tichy 7" hex nut/washer castings. Additionally, I added EMD louvers made by Cary on the sides and ends, and then framed them with .010" x 0.040" (roughly a scale 1 x 4) styrene. I also added Tichy brake parts to the "B" end of the car along with a brake staff cut from 0.012" brass wire. Next, I made a new roof walk from 0.010" x 0.060" strip styrene. I also replaced the end roof walk support I accidentally removed earlier.

Moving to the floor of the car, I started by dressing the floor casting with a file. I also drilled out the holes for the truss rods, queen posts, and brake cylinder as well as to facilitate removing the flash from the stirrups. Given the sturdiness of the stirrups cast onto the floor, I chose to keep them intact. I affixed the queen posts with Zap a Gap and then added the train line in five segments. I installed the cylinder for the K brake from the boxcar kit, after drilling the lever end with a #79 drill, supporting one side with a small piece of 0.040" square strip styrene. Next I assembled Tichy brake levers to rods made from 0.012" brass wire. I cut a turnbuckle in half to form the clevis and added a short length of 0.012" wire. After creating the whole assembly, I glued the stem with the clevis into the hole in the brake cylinder. I next added truss rods cut and bent from 0.012" wire complete with turnbuckles from Tichy. I made certain that the end of the actuating rod lined up with the stirrup for the brake staff.

Moving now to the exposed electrical



styrene strip and two pieces of scale 2x12 to a length of an inch and a quarter or a scale nine and a quarter feet. Next, I assembled the two transformers from the substation kit per step 4 in the instructions. I made two changes at this point; first I used only three of the beams (part #31) and trimmed two of the feet on each of the parts #42 so that I could mount both transformers onto the three beams instead of the four specified in the instructions. I oriented the transformers so that the tabs on each of the caps faced parallel to the beams

in the same direction and placed the assembly toward one end of the beams with the tabs pointing away from this end. The second change consisted of adding the pair of 2x12's cut earlier as feet beneath the

beams. I then completed step 9 in the instructions.

Next, I completed step 13 in the instructions. Next, I followed step 14 after shortening part #12 to a scale 9' 3" by removing material inside of the cap on one end as well as the end with the protruding stud. I attached the stud near the end from which it was removed so that it projected from the same side as the mounting for part #13, the box for the control panel. I assembled the subassemblies from steps #13 and #14 per step #15 substituting the previously cut lengths of 1/8" square styrene for the supplied feet from the kit. I also shortened parts #34 to a length of six scale feet by removing material from the bottom. To this assembly I added a cage made from 0.060" x 0.060" styrene strips with 0.010" x 0.040" sway bracing. The cage measures 11 scale feet high by nine scale feet wide by 7 1/2 scale feet deep.

I painted the floor and electrical components grey and the car body orange (my maintenance of way color). I turned the floor over and painted the bottom black. The roof and brake wheel each received two coats of silver paint, while the deck received a coat of buff. Parts #34, #33, and #45 from the substation kit received a coat of oxide paint. Next I lettered the car body with a combination of custom made and Microscale decals affixing the decals with Champ Decal Set. I sealed the lettering with Testor's Dull Cote.

I assembled the car substituting Kadee couplers for those supplied and replacing the wheels from the kit with metal wheel sets. After assembly, I weathered the car by dry brushing with acrylic paint and adding washes consisting of acrylic

paint and alcohol. Next, I added wires cut from 0.010" wire to the weather heads before commencing assembly of the electrical components to the body of the car and then connected the wires to the different fixtures. I left three wires hanging from the "B" end to facilitate connecting the substation to the power grid.

Now the cars and motors keep running even while my maintenance of way crews carry out repairs to the overhead.



Division Minutes

Meeting Minutes for March 18, 2013

Timothy Stout, Superintendent
Phil Bonzon, MMR, Assistant Superintendent
Hank Kraichely, MCoR Director
Jimmy Ables, Clerk
Richard Velten, Paymaster
Ron Gawedzinski, Activity Coordinator

CLINIC: Dale Jenkins the President of the Illinois Traction Society gave a presentation on the history of the Illinois Terminal Railroad. Following the clinic Richard Schumacher gave a presentation on division's new website. The presentation included demonstrations of sample web pages and features of the new site. Richard is working hard to bring our new site to life.

BUSINESS MEETING: Superintendent Tim Stout called the meeting to order at 8:20 PM. There were 36 members and 6 guests present. Tim welcomed our guests Dale Jenkins, Brant Douglas, Joe Voetter, Roger Akester, Brent Landau, and Lawrence Shonghe.

Minutes of Previous Month's Meeting

Minutes from the March 2013 meeting were available for review prior to the meeting start. Minutes were accepted as read.

Treasurers Report

Richard Velten presented the treasures report. The report was accepted.

Merchandise Report

Richard Velten reported on available merchandise.

RPO Report

John Carty is finalizing the Spring 2013 RPO and plans to distribute shortly.

Directors Report

Hank Kraichely passed a letter of thanks from the NMRA Model Railroad Museum for our contribution of \$500 to the Scale Model Railroad Exhibit at the California Rail Museum.

Achievement Program (AP) Report

Phil Bonzon, AP Chairman, presented Gregor Moe the NMRA Master Builder-Cars AP award. Tim Stout presented Phil Bonzon, MMR with the NMRA Official AP award.

Old Business

- 2013 Kit Building Contest. The officers reported there isn't much in the way of car kits that could be used for the contest. A discussion about whether to stick with a car kit or switch to a structure kit followed.

With discussions complete Superintendent Tim Stout requested members present to vote on continuing with a car kit or switch to a structure kit for this year's model building kit. The vote was 4 for car kits and 12 for structures. The officers will finalize selection of a structure kit for the 2013 contest. Kits and details will be provided at the May 2013 meeting. - Closed

- Outside Activities. Ron Gawedzinski, discussed upcoming activities. The first activity planned for 2013 is a bus tour of historical railroad stations in southern Illinois. The cost is \$25 per person. The bus will pick up and drop off at locations in St Louis and Illinois.
- Publicity Chairman. Don Ayers reported the Division will have a table at the 1st Annual Benefit Model Train Show and Swap Meet in Belleville IL. Don requested anyone wanting to volunteer to help man our table contact him.
- Update on repair of Brian Post's copier. Brian reported he had received funds and parts were ordered. Bryan makes copies of the Division's flyers and distributes to hobby shops and train shows. - Closed
- Rail Op sessions. Phil has done a lot of the leg work to line up layouts for the operations sessions but we need someone to take over coordination, and scheduling. The plan is have a layout tour each month on the Saturday following the monthly meeting. Tim requested anyone interested contact him or Phil. No one volunteered. - Open
- Layout tours. We are looking for a volunteer to help with organizing each months tours. - Open

New Business

- Chris Oestrich had volunteered to help promote model railroading and the NMRA to youth. We are beginning to work on ideas to create an outreach program for schools, scouts, and other organizations where we can build interest in model railroading. - Open

Drawings

- 50/50 winner: Missy Jobe
- Mark Twain Hobby Center gift card drawing: Moe Berk

Meeting adjourned at 9:30

Respectfully Submitted,
Jimmy Ables,
Clerk, Gateway Division

April 15, 2013

Timothy Stout, Superintendent
Phil Bonzon, MMR, Assistant Superintendent
Hank Kraichely, MCoR Director
Jimmy Ables, Clerk
Richard Velten, Paymaster
Ron Gawedzinski, Activity Coordinator

CLINIC: Pete Smith present an excellent clinic on painting, staining, and aging wood. He discussed various techniques and provided some tips on construction too.

BUSINESS MEETING:

Superintendent Tim Stout called the meeting to order. There were 23 members and 2 guests present. Tim welcomed our guest Brenda Stout and Mike ? (visitor did not sign in and departed before we could get his full name).

Minutes of Previous Month's Meeting

Minutes from the April 2013 meeting were available for review prior to the meeting start. Minutes were accepted as read.

Treasurers Report

Richard Velten presented the treasurers report. The report was accepted.

Merchandise Report

Richard Velten reported we have about 20 wheel sets left. Some discussion on ordering more followed but no decision was reached.

RPO Report

John Carty published the spring 2013 issues and is now collecting articles for the summer RPO. He plans to release it in publish the summer issue in July.

Directors Report

Hank Kraichely talked about the Regional Convention in June. Paymaster Richard Velten asked Hank about the status of dues owed the Division. Hank is going to follow up with the Regional Paymaster.

Achievement Program (AP) Report

Phil Bonzon, AP Chairman, made a pitch for more people to become involved in the Achievement Program.

Old Business

- 2013 Kit Building Contest. Phil Bonzon reported on the selection of Grantline's Three House structure kit for this year's contest. We'll have kits in HO and N scale to accommodate modelers in both scales. Phil also noted we'll be charging a \$5 deposit for kits. The deposit will be returned when kits are entered into the contest in September contest. This is being done to encourage better participation. Kits and rules will be distributed at the May meeting.
- Outside Activities. Ron Gawedzinski,

talked about the Southern Illinois Historical Railroad Station bus tour. The tour was a sellout and everyone appeared to enjoy.

- Publicity Chairman. Don Ayers discussed the upcoming July 2013 Great American Train Show and our plans to have a display there. The show at the fair ground in Belleville. More to follow.
- Rail Op sessions. As stated last month Phil Bonzon has done a lot of the legwork to line up layouts for monthly Rail Op sessions however we still need a volunteer to take on coordination and scheduling. The search continues. - Open
- Layout tours. We continue looking for a volunteer to coordinate layout tours. - Open
- Website Upgrade. No report.
- Mailing fees. We had a rather long discussion regarding the costs of mailing monthly meeting notices and the RPO. It's becoming clear that we are losing money on mailing fees. The current annual \$5 fee is not adequate to cover costs. Robert Amsler made a motion to eliminate mailings and go electronic (email) and Richard Velten seconded the motion. After discussion Robert Amsler agreed to table the motion until the clerk and RPO editor could provide a report on the exact cost. Jim Ables and John Carty will provide a report at next month's meeting.
- At the March meeting Chris Oestrich volunteered to help promote model railroading and the NMRA to youth. We are beginning to work on ideas to create an outreach program for schools, scouts, and other organizations where we can build interest in model railroading. Brian Post volunteered his layout for tours and operating sessions as long as there are sufficient chaperons - Open

New Business - None

Drawings

- 50/50 winner: Kathy Brawley
- Mark Twain Hobby Center gift card drawing: Pete Smith

Meeting adjourned at 9:15 PM

Respectfully Submitted,
Jimmy Ables,
Clerk, Gateway Division

May 20, 2013

Timothy Stout, Superintendent
Phil Bonzon, MMR, Assistant Superintendent
Hank Kraichely, MCoR Director
Jimmy Ables, Clerk
Richard Velten, Paymaster
Ron Gawedzinski, Activity Coordinator

CLINIC: Phil Bonzon discussed this year's Structure Building contest. Phil gave an overview of the rules and presented some suggestions on construction. Kits were handed out to those wishing to participate. A deposit of \$5.00 per kit was collected from those taking kits. Everyone who enters their completed kit in the contest this Fall will have \$5.00 deposit refunded.

BUSINESS MEETING: Superintendent Tim Stout called the meeting to order at 7:31 pm. There were 29 members and 1 guests present. Tim welcomed our newest member Tom Conboy and guests Jay Jansen.

Minutes of Previous Month's Meeting

Minutes from the May 2013 meeting were available for review prior to the meeting start. Minutes were accepted as read.

Treasurers Report

Richard Velten presented the treasures report. The report was accepted. Rich also reported we are moving the division's checking account to the same bank where our money market account is to simplify things. He requested anyone holding a check from the Gateway 2001 account please cash it so that we can finish closing out the old account.

Merchandise Report

Richard Velten reported we have 14 sets of 33" wheel sets, 11 NMRA N-gauge standards, 3 NMRA HO gauge standards, and 2 NMRA OO-On3 gauge standards. Tim Stout asked if there was any interest in ordering additional wheel sets. There was no definitive decision reached.

RPO Report

John Carty is working on the summer edition of the RPO. The deadline for submissions is July 1st.

Directors Report

Hank Kraichely asked the region's treasures about the member dues owed the Division. The regional treasure is awaiting membership data and promises to have it to us in June.

Achievement Program (AP) Report

Phil Bonzon, AP Chairman, said there's not much to report at this time.

Publicity Chair Report

Don Ayres reported on the Annual Belleville Benefit Train Show and Swap Meet. The turnout was pretty good and we handed out some membership information and applications. Don also reported we are applying to be at the Great American Train Show in Belleville and requested volunteers to help man the table. A number of members volunteered and it looks like we have enough people.

Outside Activities Report

Ron Gawedzinski was not in attendance but passed on notes to Tim Stout. Tim reported the Union Pacific will be running an operation Life Saver train this year. Ron met with a Union Pacific representative who informed him the train will run sometime in early June and in conjunction with the Alton and Southern Family Day. Ron will be out of town but another member of the local chapter of the National Railroad Historical Society (NRHS) will coordinate with the Union Pacific rep and pass info to Jim Ables who will email the membership.

Old Business

- Rail Op sessions. As stated last month Phil Bonzon has done a lot of the legwork to line up layouts for monthly Rail Op sessions however we still need a volunteer to take on coordination and scheduling. After much discussion Tim Stout volunteered to investigate taking on the coordinators role. - Open
- Website Upgrade. No report on progress of the new website. Tim will contact Richard to see how things are going. - Open
- New Meeting Location. Tim reported we haven't gotten very far on locating a new location. We continue to investigate possibilities. - Open
- Mailing fees. Jim Ables provided a report on the costs of printing and mailing

meeting reminders and the RPO. Based on the report Robert Amsler withdrew the motion he made at the May 2013 meeting which would have eliminated printing and mailing of notices and the RPO. Bob did, however offer a substitute motion to raise mailing fees to cover costs of printing and mailing. Based on the report Jim Ables recommended raising the annual mailing fee to \$8 dollars to cover costs. An additional motion was received to increase fees to \$10 dollars to cover cost and delay future fee hikes. The motions were combined the new motion states members wanting mailed copies of meeting announcements and the RPO must pay \$10 per year to cover costs. Tim called the question and there was one dissenting vote. Motion passed, new mailing fees go into effect in June 2013. - Closed

New Business

- None

Announcements

- Tim reminded members of the upcoming Regional Convention
- A non-members widow is liquidating her husband's layout. Tim saw the layout and took some pictures. It's mostly old Tyco stuff. Anyone interested contact Tim.
- Testers' is closing out its Floquil and Polyscale product lines. The Model Master line remains for modelers.

Drawings

- 50/50 winner: Tim Stout
- Mark Twain Hobby Center gift card drawing: Hank Kraichely

Meeting adjourned at 8:13 pm

Respectfully Submitted,
Jimmy Ables,
Clerk, Gateway Division

Timetable of Events

Do you know of an event of interest to other Gateway Division members? Send the information to the editor so it can be listed in future *RPOs* and on the www.gatewaynmra.org website.

NMRA Divisions or St. Louis area clubs may have their event listed here by sending a description of the event, in

the format shown here, to the Editor (johnpcarty@hotmail.com).

Sat., July 27 & Sun., July 28, 2013

Great Train Expo, Sat. 10 a.m. – 5 p.m. & Sun. 10 a.m. – 4 p.m., Belle-Clair Fairgrounds, Belleville, IL.

Fri., August 2 & Sat., August 3, 2013

2013 St. Louis Railroad Prototype Modeler's Meet, starts at 9 a.m. each day, Gateway Convention Center, One Gateway Dr., Collinsville, Illinois. Admission: \$25 Fri. & Sat., \$15 Sat. only, kids under 13 free with paid adult admission.

Mon., August 19, 2013

Gateway Division Meeting, VFW Hall, O'Fallon, IL, 7 p.m. Contest instructions for building a paper diorama will be distributed to members to complete and return for display and/or judging at the December 16, 2013 Gateway meeting. Phil Bonzon MMR will show members examples at the meeting as to what can be built. There will be two contest categories: Craftsman (previous winners) and Novice.

Sat., September 7, 2013

Boeing Employee Railroad Swap Meet, 10 a.m. – 3 p.m., Queeny Park Recreation Complex, West St. Louis County, Missouri.

Mon., September 16, 2013

Gateway Division Meeting, Trinity Lutheran Church, W. St. Louis County, MO, 7 p.m. The model kits that were distributed to members at the May 20 meeting are to be returned and displayed and/or judged. Prizes will be awarded in both Craftsman and Novice categories.

Sat., September 21, 2013

Route 66 Model Train Show, 10 a.m. – 3 p.m., Pacific Eagles Hall, 707 Congress, Pacific, Missouri.

Fri., October 12 & Sat., October 13, 2013

Mississippi Valley N Scale Train Show, Sat. 10 a.m. – 4 p.m. & Sun. 11 a.m. – 4 p.m., Kirkwood Community Center, Kirkwood, Missouri.

Mon., October 21, 2013

Gateway meeting at O'Fallon, IL:

Tentative, Members to visit K-10 Hobby Shop to operate the K-10 layout.

Sat., November 2, 2013

Gateway Division Fall Meet, 10 a.m. – 3 p.m., Pacific Eagles Hall, 707 Congress, Pacific, Missouri.

Mon., November 18, 2013

Gateway meeting at Trinity Church:

Annual Holiday Party with pot-luck dinner with a presentation to be announced.

Sat., November 30 & Sun., December 1, 2013

Great Train Expo, Sat. 10 a.m. – 5 p.m. & Sun. 10 a.m. – 4 p.m., Gateway Center, Collinsville, IL.

Mon., December 16, 2013

Gateway meeting at O'Fallon, IL:

The dioramas built from the instructions that were distributed to members in the August 19 meeting are to be returned and displayed and/or judged. Prizes will be awarded in both Craftsman and Novice categories.

NMRA MCoR Region & Gateway Division

The National Model Railroad Association (NMRA) is a world-wide organization dedicated to all aspects of model railroading. In order to bring the most benefit to its members, the association is subdivided into Regions, and each Region has a number of local Divisions. National dues are \$66 per year, and all members of the NMRA are automatically

members of the Region and Division in which they live. The Gateway Division is part of the Mid-Continent Region, which represents Missouri, Kansas, Arkansas, Oklahoma, Nebraska, and parts of Iowa and Illinois.

The Mid-Continent Region publishes a quarterly bulletin, *The Caboose Kibitzer*, and holds an annual convention meeting that usually includes modeling clinics, local tours of layouts or prototype facilities, and model contests. Annual subscription to the Mid-Continent Region *Caboose Kibitzer* runs concurrently with membership at the National level.

The Gateway Division is well represented on the regional and national levels of the NMRA. Its members actively promote the modeling hobby through local monthly meetings, this quarterly newsletter, an annual train meet in the fall, participation in area train shows and other events, and a comprehensive website. Annual subscription to the Gateway Division *RPO* is \$10, running from July 1 through June 30. Members who subscribe mid-year are given extended memberships. In addition to the quarterly newsletter, a member directory is published listing names, addresses, and information about individual modeling interests. New members also receive a Division membership pin.

Membership is open to anyone from the beginner to the most advanced modeler, of all ages, so that everyone can share questions and knowledge of the hobby. Visitors are welcome at the monthly Division meetings listed on our website, www.gatewaynmra.org

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

Division Officers

Superintendent

Timothy (Tim) A. Stout

Assistant Superintendent

Philip (Phil) G. Bonzon MMR #427

Clerk (Secretary)

Jimmy D. Ables

Paymaster (Treasurer)

Richard (Rich) M. Velten (Marilyn)

Division Director

Henry (Hank) W. Kraichely

