

RPO

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Editor, The RPO
Gateway Division NMRA
715 W. Cleveland Ave
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On The Cover

photo by Bill Linson

UP's 844 "Northern" class steam engine came to St. Louis, Tuesday, October 18. It drew huge crowds all along the way as well as bystanders/photographers.

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Superintendent's Desk

by Jim Ables

All right, it's finally fall, summers over and model railroading season begins anew. This quarter I want to focus on the member survey we conducted earlier this year. At the September meeting I briefed the members present on results of the survey. For those of you that weren't able to attend a summary of the results is below. The summary and complete results are also available for down load from our website

<http://www.gatewaynmra.org/2016/2016-member-survey-results/> .

We sent out 214 surveys and received 67 responses. The leadership team is going to work to implementing many of the recommendations; however we can't do it by ourselves. We're going to

need your help. The results of all surveys are contained in a spreadsheet and we'll be posting it to the Division Website for everyone to review.

One of the things we've got to improve on is being friendlier to guest and new members at meetings. It was noted on multiple responses that newer members don't feel welcomed at meetings. The main reason is that long time members sit with their buddies and don't talk to them. I'm asking all regular attendees to look around at meetings and see if there's someone there you don't know. Go over and talk to them, ask if their members or guests, ask questions about their interest in the hobby, and introduce them to other members. Set with them during the meeting and be ready to answer questions they might have about the Division.

We received a lot of positive comments on shortening the monthly business meeting and moving it to the beginning of meetings rather than at the end. We also received some comments about having fewer business meetings. So now we're considering only holding one business meeting a quarter. No, we're not going to stop monthly meetings; we'll just focus more on clinics and discussions during those meetings. We'll include some time at the beginning of each meeting for announcements and to solicit volunteers for upcoming activities. Along with this move we'll need to look at the Constitution and By Laws to consider giving officers the authority to deal with matters that may arise between business meetings. If we implement this change it'll start with the January 2017 meeting. We're really interested in hearing any additional

feedback you might have on this subject.

If we're going to have longer clinics, then we will also need clinicians who can lead a discussion for an hour and a half, or so, vs. 50 minutes. Please think about how you can help us in this area!

Speaking of clinics, the top 4 requested subject areas are railroad history, model railroad operations, DCC layout control, and scenery. Please consider being a clinician in one or more of these subject areas.

The idea of holding a quarterly Saturday meeting got a lot of interest. Meeting on a Saturday would allow us to include more hands on activities. We can also consider holding ops session or layout tours on these Saturdays. There are some logistics we'll have to deal with. Availability of the church or VFW, start time, refreshments, and coming up with interesting and in-depth clinics that people are interested in.

Switching topics, we have an ongoing issue with refreshments for meetings at the Trinity Lutheran Church in Ballwin, MO. Despite repeated requests for volunteers to pick up drinks and snacks for meetings, no one has stepped forward. We've reached the point where we're going to have to discontinue refreshments at these meetings. Please consider volunteering, there is no expense for you, the Division will reimburse your expenses. All that's required is a little of your time.

Rich Velten is leading our preparations for the Fall Meet. He's going to need volunteers to help with setup and tear down, monitors for the contest room, people to work the children's area, and people to work the table at the

entrance. Please contact Rich if you're interested in helping.

I want to thank all the volunteers that have helped out with recent train shows. Thanks for your support. I also want to extend thanks to Don Ayres for loading all the survey responses into the spreadsheet.

Survey Results:

- **Meeting Attendance**
 - Do you regularly attend: 27
 - Average number of meetings attended: 6
 - Reasons for not attending:
 - Busy with kids
 - Personal schedule
 - Illinois meeting site to far
 - Don't travel at night
 - Work
- **Meeting Dates**
 - Current meeting date ok: Yes 54 No 2
 - Recommendations for new meeting night: none
 - Quarterly Saturday meeting:
 - Yes 31 No 7
- **Meeting Location**
 - Current locations ok:
 - Yes 47 No 6
 - Recommendation:
 - Consider more central locations (South County)
 - Move all meetings to St Louis location
- **Clinics**
 - Model railroad operations 36
 - Railroad history 33
 - DCC (layout control) 32
 - Scenery 31
 - DCC (engines) 29
 - Discussion of prototypes 29
 - Layout design 28
 - Model building techniques 27
 - Prototype operations 26
 - DCC (layout automation) 24
 - Prototype signaling 24
 - Weathering techniques 24
 - Wiring/electrical 24

- Decals 20
- Background Painting 19
- Model railroading basics 19
- Bench Work Construction 16
- **Clinics - Other Ideas**
 - Heavy emphasis on operations and building a layout for operations
 - JMRI Software
 - Hands on clinics (Saturday meeting)
 - Hands on modeling with the masters
- **Division Activities**
 - Layout Tours 45
 - Prototype tours 35
 - Operations Sessions 26
 - Annual Fall Meet 25
 - Train Show Attendance 23
 - Museum/Library Visits 15
 - Holiday Party 14
 - Annual Picnics 11
 - Railroad Station Tours 10
- **Division Actives – Other Ideas**
 - Visit nearby Division for operating sessions, social visits
 - Rail Fan tours, train trips
- **Survey Recommendations**
 - Improve outreach to new members
 - Make guest feel more welcome
 - Improve advertising – flyers in local hobby shops
 - Display member built models (no contest)
 - Continue with brief business meetings
 - Bi-monthly business meetings/more clinics during meetings
- **Board Conclusions/Recommendations**
 - Institute quarterly business meetings
 - Monthly meetings will focus more on the hobby
 - Focus on clinics, demonstrations, talks and

- discussions that interest members
- Institute quarterly Saturday get together
- Investigate more central meeting location
- Establish schedule for operating sessions and layout tours
- Work on being more welcoming and open to new members and visitors
- Establish membership chair position

Hope to see you all at the next meeting.

Regards,
Jimmy Ables

Under the Wire

by John Carty, Editor

Summer has ended, bringing again the siren call of the layout. With a little luck the kids will allow me the opportunity to finish a few projects in time for the Fall Meet. Please keep your fingers crossed.

As manager of the Contest at the Fall Meet, I look forward to seeing what the other members of the division have been doing. Please bring you latest and enter them in the contest or just for display. The more the merrier.

I often hear comments like "I wish I could do that" or "That's more than I can do" or even "What's the use of entering, that entry (entries) is far beyond what I can do."

In answer to these statements, I invoke G.K. Chesterton: "*If a thing is worth doing, it is worth doing badly.*" The master of the paradox grasped something here that in our age of specialists and perfection we have

lost: doing something for the love of it is important and valuable.

Please do not get me wrong: If I need surgery I prefer an expert. Building models refuses to be analogous to surgery, however.

Chesterton hit the nail on the head by pointing out that the average Joe contributes far more than we ever would expect. Let's face it, you write the love letter to your wife yourself as opposed to contracting it out. Model railroading as a hobby encompasses a far greater breadth of skills and knowledge than any other past time of which I can think. No one, therefore, may claim expertise in all facets of our hobby.

The members who consistently enter models and photographs in the contest have gained their skills by accepting the feedback of the judges and using it to improve. Each entry represents the efforts of the member who made it and reflects the knowledge and skills gained over time. We all have to start somewhere.

Please give it a try and bring in your latest edition. After all is said and done at the contest, seek out feedback and use it to improve. We all started somewhere, but to not start leaves one on the platform watching the train chug into the sunset.

"If a thing is worth doing, it is worth doing badly." Seems to be a good place to begin.

John

Director's Reflections

by Jon Marx, Director

Before getting into the boring part, let's get the advertising out of the way.

First, I am trying to arrange with Whit Johnson to get some of the Region car project kits and hope to have them available at our Fall event in November. They will be part of my wares at the table for the Nickel Plate Society. If you have an interest in one or more of these fine cars, this will be an opportunity to add them to your rosters and save the postage costs as well.

Second: Hank is trying to generate interest in Region shirts with the Region Logo embroidered on them. The logo can be seen on the Region web page. Here is a good way to show your Region membership and possibly a starting point for questions about the organization. As it stands now the cost will be about \$30.00, but if an order can be placed for more than 24 shirts the cost will go down. Contact Hank with questions or to express your interest. John will mention these topics elsewhere in this issue. This has been proposed to the other Divisions so we do not need to get minimum from Gateway.

Now back to our regularly scheduled program (as the announcer used to say on old-fashioned radio: a TV with a defective picture tube):

Hobby, prototype, and history: random ramblings

My involvement with model railroading goes back to the ancient days of my time in grade school. (It even had more than one room.) As mentioned before, my father was a model railroader, although not very active. I can recall a pickle car and a small camelback locomotive. The first kit I built was a Virginian 100-ton bathtub gondola, with six-wheel trucks. It supports the statement we tend to model what we see. I grew up in Sandusky, Ohio, (pop.

about 30,000). My parents had a house on the south side of the NYC main line. When I was about age four we moved to the west end of town to the north side of the NYC main. To go into town we now had to cross the tracks of the Pennsylvania RR, the line from Columbus that brought trains of coal to load on lake boats. (Don Krofta recorded some of this activity and his films are available commercially.) Most of the cars were N&W hoppers, but every so often we would see a Virginian bathtub gondola mixed in. Motive power was steam, either Mikados or Consolidations. Heavier steam brought the train north from Columbus to Bay Yard. These were J-1 Santa Fes. We also saw some of the actual Santa Fes, leased by the PRR. Among the "things you don't see today" is this from those PRR trains. Trains backed to the coal docks so the cars were properly positioned for unloading. On the rear end of the last/first car was a brakeman working a warning air whistle powered through the train line. Obviously pre-OSHA. Cabooses stayed in Bay Yard.

The Pennsy yard was always a disappointment to me. No turntable or roundhouse. Rail yards are supposed to have turntables. Isn't it some kind of law? Engines were turned on a "Y." The NKP had a roundhouse, but so situated that I never got a good look at the turntable.

The Virginian bathtub gondola kit was a Varney (who???) paper sides car with a wood floor. This was not long after WWII and material was still in the process of being returned to peacetime purposes. I still have the car. I also built some MoW cars. A boom car and others. These also were paper sides with the scribing stamped into the paper. These were not Varney, but the manufacturer escapes me now. Roof ribs were stamped metal that were to

be separated and located on the roof at appropriate distances and the ends folded around the edge of the roof. Window and underbody detail were cast metal. Then the paper sides could be applied. Most couplers were non-working "dummy" couplers and cars were manually coupled by the "Jolly Green Giant" method.

Before Kadee offered their magnetic couplers, there was another design offered. I don't remember the manufacturer. In this one the glad hand hung down and the car passing over a slightly raised ramp was intended to push the glad hand up to open the knuckle. The mechanism did not seem to be very smooth which probably contributed to its early demise. But it was more prototypical than Mantua hook-and-loop couplers available at the time.

An early novelty was offered by a company called Lindsay. They offered motors for the hobby, primarily. This item was called a Lindsay "Ghost," a motorized box car. A motor on one end of the box car was connected to the axle of one of the trucks to provide motive power. Imagine a box car running around your layout on its own! One member of the Purdue club had a battery powered diesel F-unit (forerunner of the Dead Rail concept?) that he would use to confuse new members nervously trying to learn the system at the start of the new semester. I have the Lindsay box car shell, no sides or motor. One of these days I will get motivated to figure out how to add a motor. Recently, I saw in one of the magazines a letter that reported having the motor part. Unfortunately, I don't recall where I saw it. Might have been able to work a deal for it with the letter writer.

My first NMRA National Convention was 1950 in Milwaukee. That was the one with the fatal cornfield meet on the Milwaukee Electric Speedrail with several killed and injured. We were fortunate enough to have taken an earlier trip and escaped the accident. Among other activities available at the Convention was a tour of Kalmbach. Interesting.

I was not involved in modeling during college and most of graduate school. This in spite of the fact that the college campus was adjacent to the B&O line between Willard and Deshler, Ohio. The college was there (1850) before the railroad came through.

The first railroad chartered in Ohio was the Mad River and Lake Erie, hence my personalized plate: MRLERR (not Mr. Leer!). The person hired to lay out the original RoW was influenced by business interests in Bellevue to bring the road through there. (Some things never change.) This put a dogleg in the northern 20-25 miles of the RoW. This passed through Tiffin along side the campus (ca. 1836), again before the college located there. After about a year the railroad's management decided that a direct line from Sandusky to Tiffin would be more efficient. The line eventually became part of the Big Four. I recall being in the right place to see a steam-powered train once.

My second college year I rented a room near the B&O tracks and one September morning I heard of a derailment near there. It was a foggy morning and the WB diesel-powered passenger train derailed. Its nose was off the track and into the ballast to one side. By the time I got there most of the passenger cars had been detached and allowed to continue with substitute motive power to Chicago. The wreck

train had come in from Willard to get the remainder of the train back on the track. The wreck train was steam powered. Looking back it is unfortunate I did not have the right influences to know what railfanning was all about, but I got a photo.

As I was able to see the light at the end of the graduate school tunnel, I became involved in the Purdue Railroad Club. The member with the battery-powered F-unit realized with my status as a graduate student the university considered me as "faculty," so when the club was to take their portable layout (built on a "banquet" table) to a Toys for Tots event in Indianapolis one December, he signed out a university car in my name for the purpose.

With my early NYC and PRR exposure, how did I become interested in the NKP? It was not the roundhouse across from the LS&MS (NYC) depot back home, although it was probably a subconscious factor. "Nickel Plate Road" was painted on the end. I was not aware at the time that this was the east end of the former Lake Erie & Western Division of the NKP. I do not recall ever seeing a NKP train. Again, in the Purdue club, I met Tony Koester, about the time he was organizing the NKP Historical & Technical Society. I mentioned the roundhouse back home. We became friends and started railfanning the area: going to the Frankfort yard and even got invited into the cab of a yard switcher. Try doing that today.

Wood vs. Plastic: The kits I built were wood with metal details. That was what was available after paper. Then plastic kits started appearing. Not being an early adapter, I tended to be unimpressed with the early offerings of plastic. But as production techniques "matured," I stated to like what I saw and started buying. The fact that wood

kits were slowly disappearing helped the transition.

In 1969 or so I was one of the original four "Friday Boomers." At the time we were members of the South Side HO Gaugers meeting on Alma Ave, near Carondelet Park. I joined soon after arriving in St. Louis. We separated because Craig Brown suggested we construct a switching layout for the upcoming NMRA National Convention in 1970. We met on Fridays. When Craig was Region President, he wanted to add another 100% NMRA club to the Region's count. Three of us were NMRA members and we successfully convinced the fourth to join to meet the requirement. One of the structures I started scratch building for the layout did not get completed for the layout. More recently I blew the dust off and completed it, earning a Merit Award and is on display in Kirkwood Station.

At that time, we were all members of the South Side HO Gaugers, later St. Louis HO Gaugers after the move to Maplewood. When I joined, the club was using Mantua "hook-and-loop" couplers. The Purdue Club used Kadee couplers so I was easily convinced to support the conversion to Kadee couplers. We convinced enough of the members to get the club to convert and were helped by getting a bulk price from someone to ease the cost of conversion.

After we convinced the club to convert, we four "agitators" left the club to build the switching layout and later started a round-robin group. When we applied for 100% NMRA status, we needed a name and my suggestion of "Friday Boomers" was accepted.

Pet peeves:

I enjoy reading modeling articles, even if it is not my scale or prototype. I think may always contain some useful gem of information that I can use. Two of my

pet peeves in the hobby can be found in some of these articles: One is seeing a construction article and thinking it would be a nice car/structure to build. Then I get into the details and find that some of the parts listed in the bill of material are no longer available. Such as brass castings or brake parts I find to be "Special Order" or no longer offered by the manufacturer. I should act sooner!

Another thing that sort of irks me is reading an interesting construction article and running headlong into the phrase: "I milled...." How many model railroaders have a full-blown machine shop in their basements complete with lathes and milling machines?

I had better sign off before John wants to start charging me for the space I am taking up. Thank you for listening.

Jon

Editor's note: small unmarked bills, please. ;-)

NMRA Speedrail Wreck of 1950

Submitted by Curt Regensberger

Note: The following is a two-part article I wrote for the WISE Division's Owl Car newsletter in 2000 to commemorate the 50th Anniversary of the NMRA Speedrail wreck in Milwaukee on Labor Day weekend of 1950. I have since made some minor updates as new information has become available. Also, **The Transport Company Web Station** has added a number of pictures to their site which I have linked to. I thank them for sharing these images so others can get an idea of what Speedrail looked like.

There is also a fascinating video about the wreck from the Butterworth family, which you can link by clicking on the button.

By Joe Russ

Labor Day weekend 1950 started out as a weekend of celebration for many reasons. It was the one-year anniversary of Speedrail and its interurban transit line. And it marked the 15th Anniversary of the NMRA which brought its convention to the Schroeder Hotel (now the Hilton) in Milwaukee - the third time the association had come home to the city where it was formed in 1935. But by the time the weekend was over, it would change the lives of many NMRA members, and even the future of interurban service in Milwaukee.

The history of Speedrail, and local interurban operations, has been well covered in other publications, such as *Speedrail*, by Larry Sakar, and *TM*, by the Central Electric Railfans Association, Inc. Both were referenced for this article as well as the *Milwaukee Journal* from the week after the wreck. Speedrail began to take formation in 1949 when a group of Milwaukee and Cleveland investors, headed by Jay Maeder of Cleveland (who was also a railfan), purchased control of the Milwaukee-Waukesha operations as well as the Hales Corners branch effective September 2, 1949. Cost-cutting measures with equipment and operations were paying off, and the line's future looked better. And on December 2, 1949, the Milwaukee Rapid Transit and Speedrail Company had become official.

The NMRA convention ran September 1-4, 1950 and was busy with about 660 delegates attending. A number of clinics were presented over the weekend, along with a pair of "Ladies

bus trips". A Saturday-evening banquet and a 15th Anniversary Party on Sunday evening were to cap the activities of those busy days. Manufacturers on tour included Globe Models, *Model Railroader* magazine, and Wm. K. Walthers. There were also three club layouts on tour; the O scale Model Railroad Club of Milwaukee, (which still exists in the same location today), the Milwaukee HO Gaugers (the Indian Head Lines), and the O scale Rigor Mortis Model Railroad & Pinochle Society, along with three O scale and two HO scale home layouts. Those attending the convention had options for excursions on the clear Saturday morning of September 2. There was a trip over the Milwaukee Road's Beer Line and shop tour which had around 200 participants. For Speedrail, there were five chartered round-trips from Milwaukee to Hales Corners with 436 riding those trips. The single-track from **West Junction** to Hales Corners had never seen that much traffic at one time, and two extra men were on duty to supervise safety and dispatching.

But despite those efforts, trains started running late. Lightweight articulated 39-40, with Maeder at the controls and Chester George as conductor, had arrived in Hales Corners and began the return trip behind schedule at 9:25 a.m. Heavyweights 1192-1193, which also required two-man operation and were reserved for rush-hour or emergency use, had left Milwaukee for Hales Corners at 9:20 a.m. The reasons for the wreck that followed minutes later are still debated, ranging from a signal malfunction to a mis-read signal. But around 9:45 a.m. the trains collided just south of National Ave. in Greenfield, approximately where the on ramp for I-894 from National Ave. is today. A few jumped clear of the lightweight in time, and Maeder was pushed to safety from

the train by his motorman, but most on board were not as fortunate. The impact resulted in the lead heavyweight 1192 telescoping into leading car 39 and splitting it apart for 2/3rds of its length. By the time the weekend had ended, 46 were injured, five of those critically. Eight had been killed instantly, and two more died within three days. Those killed included:

- William A. Wight, 27, Milwaukee, Wis. (Associate Editor of *Model Railroader*)
- Raymond Krat, 32, Chicago, Ill.
- Marian Krat (wife), 25, Chicago, Ill.
- John Williams, 32, Park Ridge, Ill.
- Emil Henry Beck, 51, Detroit, Mich.
- Huntly G. Burroughs, 42, Detroit, Mich.
- Charles J. Sulzbach, 23, Minneapolis, Minn.
- William Roberts, 42, Taylors, S.C.
- William Greenway, Louisville, Ky.
- Gerald Greer, 32, Milwaukee, Wis. (Speedrail motorman and relief dispatcher)*

News of the Speedrail wreck spread quickly. A taxi driver had witnessed the wreck and radioed his dispatcher for help. Soon network radio broadcasts spread the news nationally, and it became front-page news in the Milwaukee newspapers for days. The NMRA, and Speedrail, were unexpectedly in the spotlight.

Word reached the Schroeder Hotel around 10:30 a.m., and members started calling home to let their families know they were not in the wreck. Most of the injured were taken to County General with some taken to Milwaukee Emergency Hospital. One of the injured was Harry Bondurant, a charter member from Wauwatosa and the first secretary of the Association who also started the process of creating the

NMRA standards, who suffered serious injuries and was hospitalized for months.

A sign on the bulletin board at the hotel read, "Please do not go home. There are fellow model railroaders who need our help." And members responded. A request for 100 blood donors was posted at the hotel, and there was no problem getting volunteers starting at 8:30 a.m. the following morning. In the days that followed, the Red Cross arranged for temporary living quarters for visiting relatives to stay. Some model railroaders even took people in.

The convention continued with the same changes. The banquet that Saturday evening was a somber event with discussions of the wreck. The 15th Anniversary Party scheduled for Sunday night in the **Hotel Schroeder's Crystal Ballroom** [now a Hilton] was cancelled. Clinics and business meetings scheduled for Sunday went on as scheduled. NMRA Charter Member Grant Oaks (who was president of the O scale Model Railroad Club of Milwaukee) along with Jim Grace, were co-chairman of the convention which had a committee of 24 members. Grant and his wife had celebrated his 33rd birthday on September 1 with another couple attending the convention. A day later he told the wife of that other couple that her husband had been killed in the wreck. Before the weekend was over he had informed about a half dozen spouses that their husbands had been killed. Others were a bit lucky. A then teenage Richard Cecil, overslept that morning and missed the excursions (he went on to serve as past WISE Division superintendent, MWR auctioneer and 1985 NMRA convention general chairman.).

(Note: The linked wreck photos are courtesy of The Transport Company Web Station)

The lightweight 39-40 were so **badly damaged** they were rolled down the **embankment** and later scrapped on site. The **heavy articulated 1192-1193** was towed back to Milwaukee and eventually stored at the Waukesha Gravel Pit, never to be rebuilt. By 7:00 p.m. that evening the line had been cleared. But clearing the line did not stop Speedrail's problems. Two days later freight motor 1121 and car 64 collided at almost the same location which resulted in one injury - passenger Ewald W. Rintelmann, 50, of Hales Corners, was shaken and bruised. Then the line's primary insurance carrier notified Speedrail that their insurance would be dropped. But Milwaukee Mayor Frank Zeilder (also an NMRA charter member) [Frank passed away in 2006] stepped in and after a nine-hour negotiating session between the line's management and insurance representatives had the insurance renewed before service was suspended.

According to Grant, Al Kalmbach (who was also chairman of Milwaukee's Transportation Committee) chaired an emergency committee of 10 members from across the country after the wreck and kept everyone focused and calm. As with any accident, the liability issue soon arose. Speedrail only carried \$500,000 in liability insurance. The NMRA dodged a potential financial disaster in that tickets for the trip were purchased directly from the Speedrail ticket windows, so the Association was not liable. Under Wisconsin law, had the NMRA bought the tickets and then resold them, the NMRA would have been a "vendor" of the trip and would of been co-liable in any lawsuits.

There were four independent investigations into the wreck by the Milwaukee County District Attorney's Office, the Milwaukee County Medical Examiner's Office, the Wisconsin Public Service Commission, and Speedrail. An exact cause was not determined, and Maeder was acquitted of all charges, although according to his family he was haunted by the accident for the rest of his life.

Despite numerous reorganization efforts and campaigns by riders to save the line, the last day of Speedrail operations was on Saturday, June 30, 1951 with car 63 making the last round trip to Hales Corners that evening. In the spring of 1952 dismantling of the line was started by the Hyman-Michaels Company, a scrap dealer from Chicago. The remaining cars were scrapped at the **Waukesha Gravel Pit** in March of that year, and in 1961 Speedrail was dissolved. Jay Maeder moved back to Avon, Ohio and took heavyweight 1138 and former Kansas City Birney 1545 with him. He died of cancer in 1975 at the age of 67. Another car was donated to a rail museum in Worthington, Ohio. Ironically, the Speedrail name almost rode the rails again in the form of a proposed very high-speed rail line from Sydney to Canberra, Australia. But that plan was dropped around 2000.

Notes from the editor:

As the NMRA rolls past its 77th year, it is hard to believe that something like the railfan trips we take for granted today could have brought down the Association in the same city where it was founded 15 years earlier, and did bring about the demise of interurban service in the Milwaukee area. While much has been written about the Speedrail wreck of 1950, most of it covered the Speedrail operations and not the convention. My goal with this

article was to blend the stories of the two together as a tribute to those involved in this terrible event 50 years ago. I would like to thank Grant Oaks [Grant passed away in 2003], Wayne Hammelman [Wayne passed away in 2012], and Dick Cecil for their contributions to this article. If you would like more information on the wreck, I recommend the following:

- Speedrail, by Larry Sakar
- TM, by CERA
- The Milwaukee Journal from September 2 through September 6, 1950.
- Model Railroader, April 1987, pages 36-37

Some Internet resources include:

Speedrail
The Transport Company Web Station: After Retirement

A special thank you goes to the following for their contributions and corrections since this article has gone online:

- Jane Maeder Walsh (daughter of Jay Maeder, who, with her brother, used to play in the Birney and 1138)
- Don L. Leistikow, Badge 9... The Milwaukee Rapid Transit & Speedrail Company (a former employee)

Pages designed, written, and hosted by **Joe Russ**, WISE Div., NMRA.

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MCoR Regional Shirts

Hank Kraichley is offering regional polo shirts similar to those sold by the Gateway Division. Cost will be around \$27, but may come down to \$22 if he receives more than 24 orders. Please Contact Hank if you are interested in one of these shirts.

NMRA-NRHS K-10 Visit

By Ron Gawedzinski

SPECIAL JOINT GROUP TOUR ANNOUNCEMENT

K-10 Model Trains, Maryville, Illinois

Fellow members of the Gateway Division NMRA and St. Louis Chapter NRHS, arrangements have been made to visit, tour **and operate** HO model trains at K-10's Model Trains, 19 Schiber Court, Maryville, Illinois, **on Saturday, October 29, 2016, from 2:00 PM to 5:00 PM.**

Sign-up sheets will be available at each group's monthly meeting, Gateway on October 17, St. Louis Chapter on October 7. You may also call Ron Gawedzinski in advance at 314-846-5559 or email him at rwgawed@yahoo.com. Mark your calendar and set the time aside!

The hobby shop will be open at 12 noon. It has a well-stocked supply of HO Scale, O Scale/Gauge, S Gauge, N Scale, G Scale and Standard Gauge equipment. Maryville R/C Raceway is behind the building.

Train operations will start at 2:00 PM. Volunteers will be available to assist you in running trains.

You may **run your own HO trains** and/or **bring your own "Digitrax" throttle or smart phone with a DCC app.** The train **requirements are** that they are DCC equipped and in good running condition, have metal wheels, have metal knuckle couplers and be marked as yours. "Digitrax" throttles are also provided for your use.

You can bring children but you must be watchful and supervise them at all times. Children can operate trains provided they are at least 4 feet tall.

No food or beverages are allowed in the building.

Donations are greatly appreciated.

The layout is in a 60' by 81' room located next to a hobby shop inside a warehouse. Some of you may have visited here before so you know what it looks like but to the first time visitor one word best describes it all, "WOW!"

So come on out and enjoy the experience. If you don't want to run trains you can easily watch them run from the balcony.

Special Request: If you know a member who doesn't have Internet or computer access let them know about the tour. Call them or provide them a copy of this announcement.

Directions: Any way you can to get to I 55 North in Illinois to exit 15B, Illinois Route 159 North to Vadalabene Drive (third traffic light just past Bobby's Frozen Custard). Turn Right on Vadalabene Drive, 400 yards, turn Right on Schiber Court (just past Merger Auto Body), 19 Schiber Court is the third building on the Left. The blue and white building South of gray mini-storage. Look for railroad crossbuck and ore car in parking lot.

Hope to see you all there! Thanks for your time, Ron Gawedzinski

MCor Car Project 2015!!!



Get your SLRX Reefers now. These Accurail kits were custom produced for the Mid-Continent Region.

Get yours now, email Sales@mcornmra.org

Six different numbers available. Get them in while you can.



Shipping USPS Flat Rate based on quantity ordered

- | | |
|-----------------|-------------------|
| 1 @ \$25.00 ea. | |
| 2 @ \$24.50 ea. | 49.00 + shipping |
| 4 @ \$24.00 ea. | 96.00 + shipping |
| 6 @ \$23.00 ea. | 138.00 + shipping |

Avenue Tower Built by LowellCoMotive Works

by David C. Lowell

In North America, the accepted railroad definition of *interlocking* is: "An arrangement of signals and signal appliances so interconnected that their movements must succeed each other in proper sequence".¹ Interlocking plants first came into being in England around 1840 and made their first appearance in the US in 1875. Due to the uniqueness of many of the crossings and interchanges a great variety of tower types emerged to

manage them including mechanical, electro-mechanical, relay and several others. Their complexity also varied greatly in relation to the complexity of the crossings and Interchanges they guarded.

The subject of this article is the Illinois Central Railroad's Avenue Tower Interlocking Plant which was located in the southeastern quadrant of Springfield Illinois (**Fig. A-1, A-2 and A-3**) at a complex intersection between the Chicago & Illinois Midland

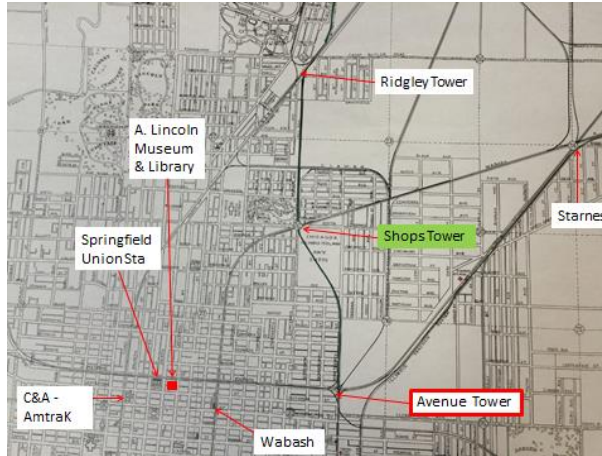


Fig. A-1 Map of Springfield Illinois with location of Avenue Tower in relation to other key landmarks.

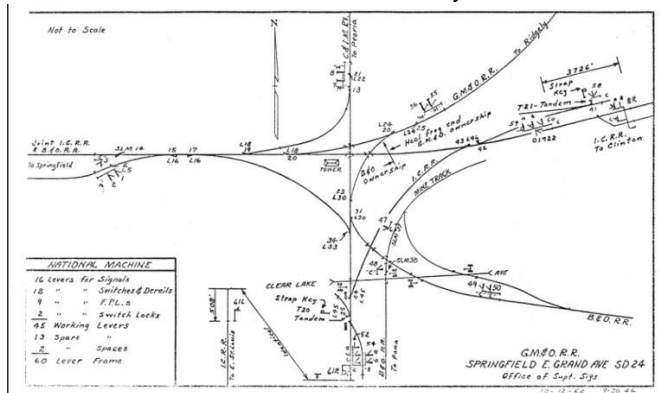


Fig. A-2 Avenue Tower Interlocking diagram. GM&O RR 1958.

(C&I), Baltimore & Ohio (B&O), Gulf Mobile and Ohio (GM&O) and Illinois Central (IC). It was complex because it consisted of the intersection of main lines, branch lines, joint trackage right passenger terminal leads, sidings and mine tracks. I have not been able to find any info on when it was constructed and put into service (my guess is very early in the 20th Century

¹ *Josserand, Peter; Forman, Harry Willard (1957). Rights of Trains (5th ed.). New York: Simmons-Boardman Publishing Corporation. p. 5. OCLC 221677266.* Definitions.

based on its architecture) but I have found several references as to its demise, sometime between 1993 and 1995.

Information on this particular tower is scarce. I, of course, used all the resources available to me via my personal “Frank S. Breed Library” here at my private LCMX (LowellCoMotive Works) complex. Frank S. Breed was my maternal grandfather who also worked for the C&IM from 1927 to 1961 in the Mechanical Department. Those resources include the following.

Chicago & Illinois Midland Golden West Books; Wallin, Stringham, Szwajkart. Chicago & Illinois Midland Railway In Color Morning Sun Books; Ryan Crawford & James E. Lewnard. Central Illinois Rails Color Pictorials, 1950s – 1970s Four Ways West Publications; R.R. “Dick” Wallin and J. David Ingles. Central Illinois Rails Volume Two, 1950s – 1970s Four Ways West Publications; J. David Ingles and R.R. “Dick” Wallin.

In addition, I reference photos on line as well as several websites.

Once I had completed my research it was time to establish the physical parameters for the model structure. Based on my knowledge of general building practices and proportions I was able to “scale” certain elements in the photos and thus extrapolate the overall dimensions all the while taking modeler’s license when necessary to keep things “looking right”. I also used some tips from Dave Roeder’s January 2016 presentation on decals at the

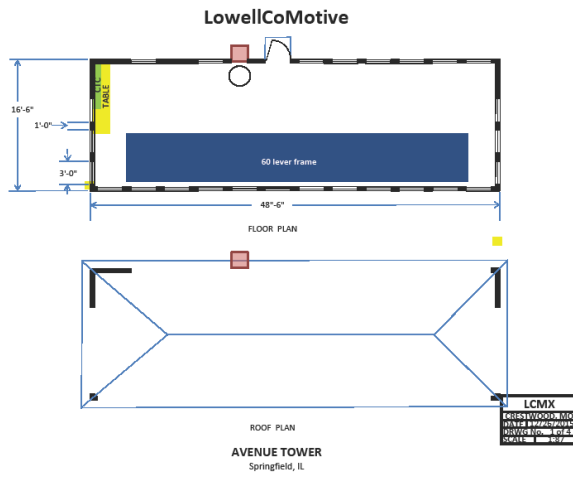
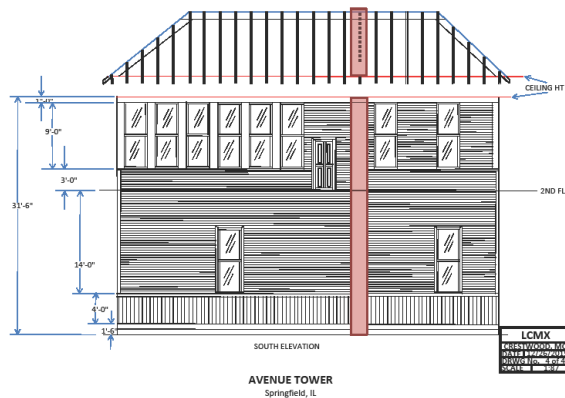


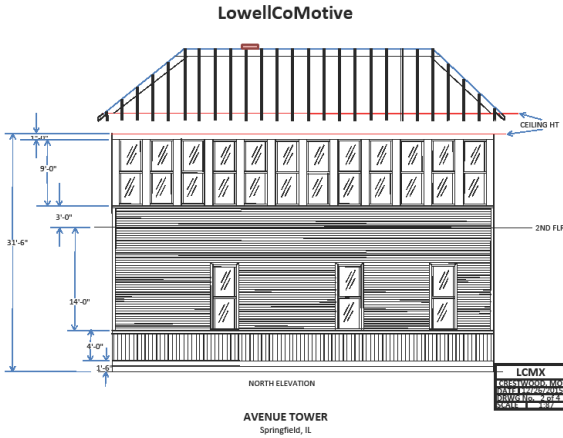
Fig. C Avenue Tower North Elevation (above)
D Avenue Tower West & East Elevations (below)
LowellCoMotive



Gateway Division of the NMRA meeting; most specifically that he does most of his drafting in MS XL. After that I set out to create a set of basic plans (Figs. B thru E).

Once the drawings were complete I set out to gather the majority of the materials that I would need. The list of the materials I utilized for the project consisted of:

Fig. E Avenue Tower South Elevation



- Levers for interlocking tower - SKU: 1293; from GCLaser. Qty 5 kits
- Windows –part # 8096; 30 x 92 1/1 Double hung from Tichy Train Group. Qty 3 pkgs
- Wood clapboard siding - Item #: 60797X3; 1/16 thick with 1/16 spacing from Micro-Mark. Qty 1 pkg
- Wood wainscot - Item #: 60814X3; 1/16 thick with 1/16 spacing from Micro-Mark. Qty 1 pkg
- Flooring & lower vertical boards – Item # 60816X3; 1/16 thick with 1/8 spacing scribed sheathing from Micro-Mark. Qty 1 pkg
- Dimensional lumber in multiple sizes from local hobby store. Qty way more than I expected.
- Stairs – part # 6213; turned spindle stair rails w/ stairs from Tichy Train Group. Qty 2 pkgs
- Coal bin- SKU # SS2384;

- from Scale Structures. Qty 1 pkg
- Coal scoop shovel- SKU # SS2238; from Scale Structures. Qty 1 pkg
- Desk (without blotter) & Swivel Chair Kit - SKU # SS5115; from Scale Structures. Qty 2 pkgs
- Office equipment- SKU # SS5166; from Scale Structures. Qty 1 pkg
- Pot belly stove- SKU # SS2531; from Scale Structures. Qty 1 pkg
- Chimney cap; from the scrap pile . Qty 1

- Light bulbs- part # CK1010-2; 16V GOW bulb, from the stock pile of goodies. Qty 4
- Railroad Lantern; SKU # SS2298; from Scale Structures. Qty 1 pkg
- Regulator Style Wall Clock with Printed Face Kit; SKU # SS2255; from Scale Structures. Qty 1 pkg
- Wall Mounted Extending Telephone, SKU # SS2246; from Scale Structures. Qty 1 pkg

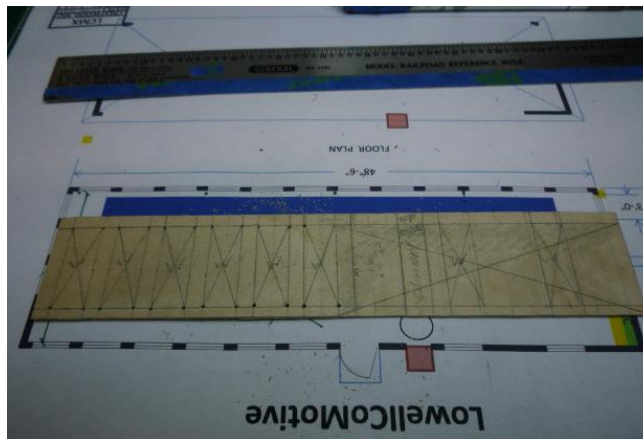


Fig. F South elevation operators level opening layout

- Desktop Candlestick Telephone, SKU # SS2247; from Scale Structures. Qty 1 pkg
- OS sheet, cut from copy paper. Qty 1
- Misc paints, glues, tapes, and tools all from stock.

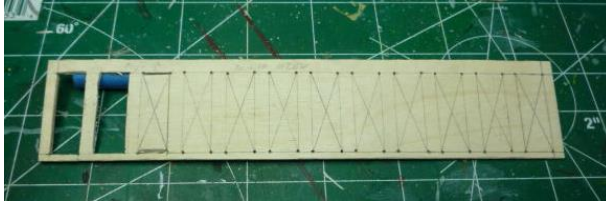


Fig. G North elevation operators level openings

Once I'd chosen my subject, completed the drawings, accumulated some photos to check against, and gathered most of the materials I would need. All I needed was the spark of inspiration to kick me in the rear to get the train roll'n. That spark was not that hard because I had long wanted to build this model and add it to my pike.

First, I started by laying out the window openings on the upper level of the building. It was important to keep the windows aligned and all spacing consistent. Prior to cutting the rough window openings I double checked the layout against the drawings. **(Fig. F)**. After the openings were laid out I clearly marked the areas to be removed, drilled #50 holes at each corner and then used **multiple** sharp # 10 blades to repeatedly score the wood and cut out each opening. I utilized a straight edge for this work to ensure that the cuts were true **(Fig. G)**. It was important that the windows fit snugly into their rough openings and not drift horizontally, vertically or move out of plumb. This was important because on the exterior there would be

a mullion between each window that needed to fit correctly by just barely overlapping the window's molded plastic window trim.

So the margin for error was very slim. The alignment on the interior was just as crucial because the windows did not come with a pre-molded interior trim like the exterior. Also the depth of the windows just matched the depth of the walls exactly and therefore would require interior casing that would look best if the windows were plumb and parallel. **(Figs. H-1 & H-2)**.

Next I laid out and cut in the machine room level (ground floor) windows. I then glued the upper and lower wall



Figs H-1 (above) and H-2 (below)



sections together with a butt seam which was reinforced on the interior by the wainscot. The wainscot was installed to function in three ways; to be prototypical from the under-side of the window sill to the floor, to be a splice plate for the wall sections and to provide a stop for the lever room floor to slide up against during final assembly. **(Fig. I)**.

On the exterior this seam between the upper and lower wall sections is

covered by a horizontal 1"x 12"trim



board just below the windows (Fig. J).

In addition to the horizontal trim below the windows at the splice, the exterior contained a fair number of trim pieces. Above the windows running horizontally was also a scale 1" x 12". It rested on a shim layer that allowed the scale 1" x 12" to overlap the top molding of the plastic window trim and align with the vertical mullions. The vertical scale 1" x 12" mullion covers were installed between the windows from the crown molding down to the window sills. These mullions also had to create outside corners at the East and West ends of the North elevation where the window band wrapped around the corner.

The gaps below the mullions at the window sill level were infilled to give the window sill a prototypical continuous horizontal shelf appearance. In addition to the trim around the windows, vertical scale 1"x 6" trim was required at each outside corner of the building between the window line and the car siding level to conceal the ends of the clapboard

siding. At the union of the horizontal clap board siding and the vertical car siding another scale 1"x 6" was run horizontally in line with the underside of the window sills on the ground level equipment room. The final horizontal trim pieces were the twin scale 1" x 10" mud sills at the bottom of the 8" vertical siding. On the South side the door

received scale 1"x 6" trim as well and a curved scale 1"x 6" head piece over



the arched transom windows. Once the two main walls were trimmed out, the same process was followed for both of the end section walls as well.

The interior window trim consisted of an interior sill where the bottom of the windows met the top of the wainscot. Each of the 26 windows and the door were trimmed out with scale 1"x 4" dimensional lumber including mitered corners. To insure the mitered corners fit nicely I installed the vertical pieces a bit long. I then laid the horizontal top



piece across the running ends. After that I cut it and the piece below it at the same time to insure exact matches on the miter angle. A sharp knife blade is essential for this so that you get a crisp cut and not a mashed edge.

In a separate operation, while the wall components, glue and paint dried, I assembled the Armstrong levers. The



GCLaser kits I used were made of a cardboard material so they were pretty delicate. According to the Avenue Tower Interlocking diagram I garnered from the internet it was a 60 lever frame manufactured by National Frame and consisted of; 16 levers for signals, 18 for switches and derails, 9 for F.P.L.s (facing point locks), 2 for switch locks, 13 spare levers and 2 spare spaces.

Each of the lever kits consisted of 14 levers that had to be set between two guide rails affixed to the floor plate (It took 4 full 14 lever units and 4 levers from a fifth unit to get the 60 levers). Each lever handle, guide rail and base plate had to be colored. I colored them in accordance with their function using a combination of paint and fine tip markers. Once all the sub-assemblies were completed, the floor plate sections were glued down to the floor

but only after verifying that the edge distance needed to slide the floor under the wainscott was maintained. **(Fig K)**

With all the major building componets completed it was time to start final assembly. It was of paramount importance to keep the four planes of the building's exterior walls square and plumb. To help accomplish this I added backing strips from scap material to the back of the wall panels again verifying fit prior to final gluing to make sure I did not have a support member in the way of final assembly **(Fig L)**.

When I glued the braces to the back of the walls I sandwiched the strips and walls between weights and a flat surface to insure the trueness of the walls. I also allowed the glue to dry overnight. After all the bracing was complete, I started to assemble wall sections with squaring jigs and



weights. Again, I let the glue cure overnight to avoid any unanticipated shifting.

After the first two walls were together I used the floor section as a gauge to check for square (**Fig M**). Once everything appeared to be aligned I made another sub-assembly utilizing the other two walls. When the glue was cured on these it was time for the final assembly. I wrapped it with rubber bands to make sure all the corners stayed tight (**Fig N**).

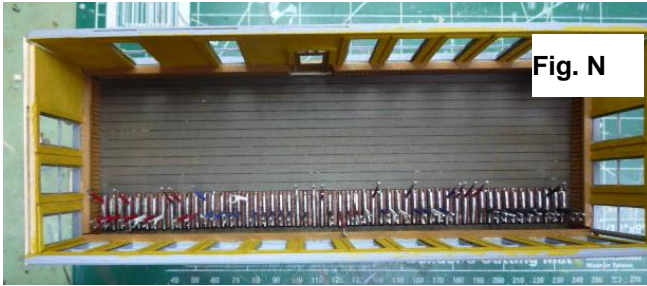


Fig. N

It was a great milestone once the basic shell was complete. But there were still several other components left to build.

I tried to figure out a way to build the little toilet room prior to closing up the shell but I wasn't confident in the outcome so I did it after the shell

was together. It consisted of walls, fixtures, shades and a door. To try and keep the wall thickness prototypical I used some .020 plastic sheet for the walls and added wainscoting on both sides and scale 1"x 4" wood cap trim. The wainscot also helped to give the walls some rigidity when I glued them to the floor and each other. I was careful to keep the walls square to

the interior and to make sure the height would work with the ceiling to be added later. I dug through my scrap pile and came up with a toilet, sink, and door. I bent some small scrap wire to represent faucets and a spigot for the sink. I drilled a small hole in the sink for the drain and added a spot of rust on the porcelain to represent an enduring drip. I glued on the door and added some paper window shades that came with the windows to round out the room (**Fig O**).

I think the next sub-phase was the hardest. That being building the roof assembly with its hip ends, exposed rafter tails and attached ceiling. I wanted to have a ceiling that was visible through the windows when I lit the tower and I also wanted it to come off when

I removed the roof assembly for interior viewing. I had a feeling it would be difficult so I started out with cardboard patterns for ease of cutting and plentifulness of supply.

Even though I tried very hard to keep all the wall dimensions consistent and the shell square it was still off just a bit (spoiler alert: most real structures are

Fig. O



too). A lot of measuring and math with fractions ensued to try and come up

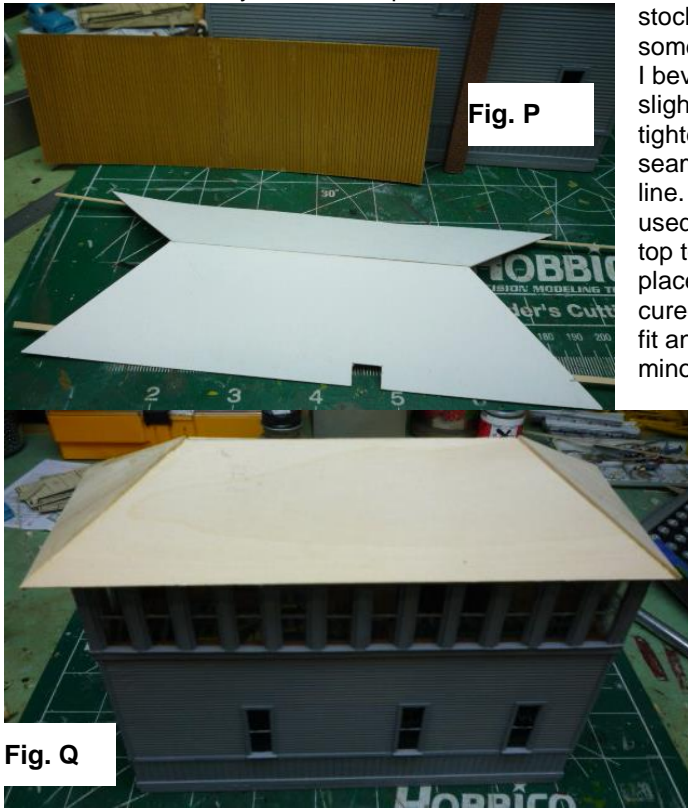


Fig. P

Fig. Q

with a successful pattern. As it turns out the old adage, "Third time's the charm", was appropriate. Yet even then there were some slight issues that developed during the actual build. To compensate I invoked modeler's license to rationalize these imperfections as early signs of disrepair carefully incorporated into the finished model. Along with the roof pattern I also made the ceiling that would attach to it (**Fig P**).

Once the pattern was worked out including the notch for the chimney, the roof itself was relatively easy to cut and assemble. By fitting together the two

main roofs on a 45 degree angle I was able to run a piece of square wood stock under the ridge to give it some rigidity and consistency. I beveled (coped) the edges slightly to try and get the tightest seal possible at the seams of the hips and ridge line. When I glued it all up I used blue painters tape on the top to help hold the seams in place. After the glue had cured overnight I gave it a test fit and, with only a couple minor adjustments, it married up nicely (**Fig Q**).

I used 6" carring material with the smooth side up for the roof. This provided a smooth surface on which to apply shingles onto and left the carring visible under the eaves (remember there was no plywood in the early 20th century. All sheathing was individual dimensional lumber boards). I

covered the roof with peel and stick shingles (**Fig R**).

After all the shingles had been applied to the roof I painted the white overhang on the under side of the backing black. Next I marked the roof and figured out the location where the ceiling should be. Once accomplished I trimmed the ceiling down to fit and applied two small runners of material along the underside of the long roof sides. This allowed the ceiling to be popped into place and preserve access to the attic so I could finish wiring the light fixtures in the future.

With the ceiling now in place and the perimeter wall locations known and marked I added the joist tails that would be visible under the eaves.

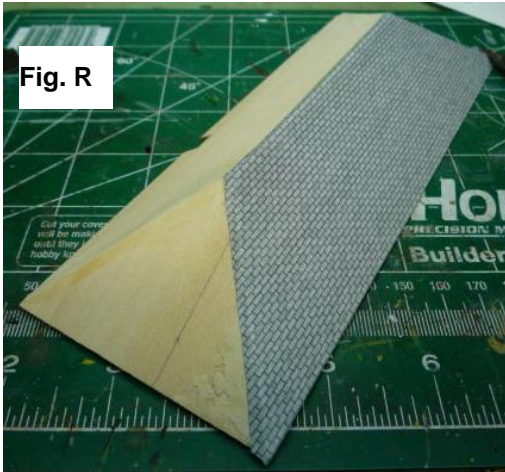


Fig. R

nip them off evenly. A few came loose and had to be re-glued but this worked out pretty well overall.

made light fixtures out of 4 x 6 index cards by drawing a circle and cutting them out. I sliced the circles from center to edge and overlapped them until I had the desired shape then added a touch of glue to secured them. I nipping off the apex of the cone to the size of the lightbulb, added some pullman green paint on the top then inserted a small light bulb to finish the fixture (Fig S).

The chimney construction was relatively straightforward. First I wrapped a piece of square wood stock in brick paper. Then I used two-sided tape to adhere it to the first side of the square as well as onto the last bit of

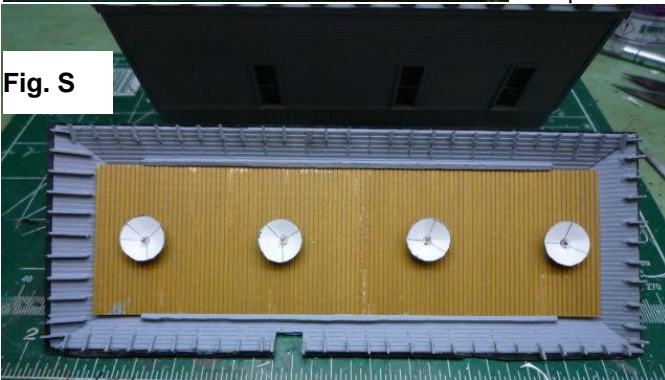


Fig. S

the paper so that, as I tightly wound it around the square, it stayed to form. I ran my fingers up and down it to set the creases at the corners. I installed a couple of inverted U-shaped wires in the top end of the square stock and slapped a piece out of my scrap bin onto the wires for the rain shield (Fig T).

Individually cut scale 2"x 6"s were glued on with the running end out past the roof edge. After the glue was cured I drew a line down the tails and used a sharp pair of spru cutters to

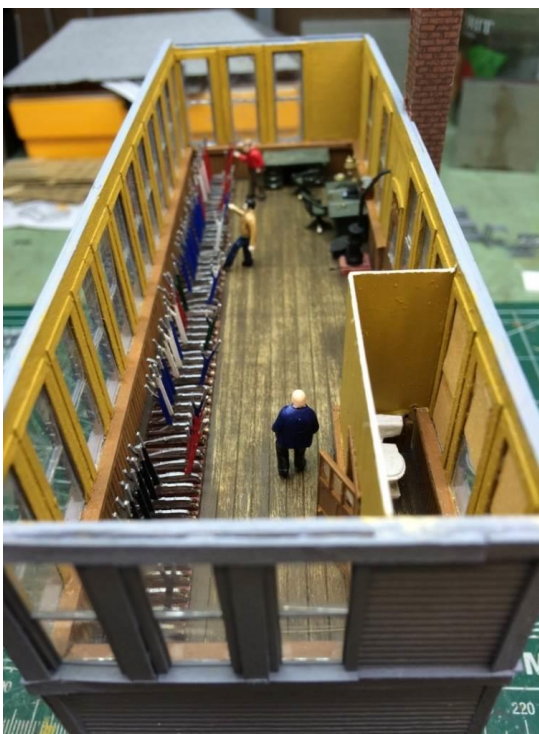


Fig. T

The next step was to fit out the interior. Not only did I want the tower to look good from the outside I wanted the interior to be complete as well. After



Figs. U-1 (above) and U-2 (below)



some shopping on line I had accumulated the desired components including two desks with chairs as well as desk top furnishings including a typewriter, desk lamp, books, trash cans, phones and spittoons. I also acquired a potbelly stove with a brick hearth, flue, coal bucket and a poker made from a strand of 20AWG TTHN wire. I also installed twin coal bins and a shovel. I finished out the interior décor with some lanterns, a clock and an OS sheet on the second desk. I pilfered through my tray of peeps (drawer full of figures) and found 3 volunteers to man the

tower. I dressed them up and installed them at their stations (**Figs U-1 & U-2**).

I installed glazing at all the windows. All 31 pieces were cut to fit tightly onto their frames and secured in place with Testor's Clear Part Cement & Window Maker. There were 26 on the upper level left clear and 5 on the lower level that were blacked out from behind. The door lite took a little extra effort because I cut and filed it to fit in the frame exactly. Just like the name implies the Testor's Clear Part Cement & Window Maker worked great for the clear parts because it left minimal glue residue. And it also worked really well for the three small windows on the bathroom door and at the transom above the entry door. All you have to do is just smear it across to create a film and when it dries you have clear windows.

I left the exterior stairs until last for the same reason I do caboose steps last. I only want to install them once. Using some of the left over dimensional lumber from the main build I fashioned

an elevated landing on sturdy posts and added some cross bracing. I spliced together two sections of the stair kit stringers to get a stair that was long enough. After the stair was assembled and in place I took some of the balusters from the left over sections, cut them out and then affixed them in between the porch rails I had made around the platform as I had already tied the rails to the top of the stair, posts and building.

With the stairs complete, the last task to accomplish was three simple white signs that read "Avenue Tower". I printed the text out on the computer and used some double faced tape to affix them to a piece of scale 1"x 12". Once this was done I trimmed the paper to match the backing, touched up the edges with a little refer white and glued them to the clapboard siding on the tower.

Project complete, I set it on my pike and the interchange was protected.

Division Minutes

by Gregor Moe

Meeting Minutes for June 20, 2016

Officers Present:

Jim Ables, Superintendent

Don Ayres, Assistant Superintendent

Richard Velten, Paymaster

Gregor Moe, Clerk

Jon Marx, MCoR Director

Ron Gawedzinski, Activity Coordinator

Don Ayres, Publicity Chairman

Clinic: Gregor Moe presented a clinic on track laying and ballasting.

Business Meeting

Superintendent Jim Ables called the meeting to order. There were 20 members present and 2 guest, Randal Colton and John Colton. Randle and John, are father and son, the son is interested in O scale and they are looking for avenues to learn more about the hobby.

Minutes of Previous Month's Meeting

Minutes from the May, 2016 meeting were available for review prior to the meeting start. Minutes were approved as written.

Treasurer's Report

Rich Velten presented the May 2016 paymasters report. The opening balance was \$22,812.04. Our closing balance was \$22,608.40. Expenses were mainly for the mailing and printing the member survey.

Merchandise Report

Rich Velten reported we have a good supply of wheel sets on hand. Also on hand are NMRA N-gauge standards, and 2 NMRA OO-On3 gauge standards.

RPO Report

John has set 1 July as the deadline for the summer edition submissions.

Directors Report

Hank Kraichely reported on the regional convention 80 people attended. During the directors meeting he asked for ways the divisions were using to attract new members and will be sending the directors the ideas. The next convention will be 18-21 May 2017.

Achievement Program (AP) Report

There was no report as Phil Bonzon was not present.

Publicity Chair Report

Two shows are coming up the July 23-24 Great Train Show and the RPM meet which we are cosponsors for 12-13 Aug. Don is looking for members to man the division's booth.

Outside Activities Report

Ron Gawedzinski said the summer activity fell through and he is working on an activity for this fall.

Old Business

The 2020 convention is still tabled

Jim Ables reported that we've received about 60 responses to the member survey so far. Don Ayres has begun tabulation of the results. The board will have a preliminary report at the July meeting.

New Business

Don Ayers made a motion to dispose of old Gateway Division table display. Motion was approved.

Dave Roeder discussed the upcoming Railroad Prototype Modelers meeting. He noted the organizing committee has received the insurance coverage letter from the NMRA.

Announcements

Next month's clinic will be on LED lighting.

Hank Kraichely had on hand railroad papers from the estate of Larry Sayer if anyone wanted them.

Rich Velten is planning on going to the National Train Show in Indianapolis and offered to setup a carpool with anyone else who wanted to go.

Drawings

50/50 winner: Hank Karichely

Gift Card winner: Bill Linson

Meeting adjourned.

Respectfully Submitted,

Jimmy Ables

Superintendent, Gateway Division

Meeting Minutes for July 18, 2016

Officers Present:

Jim Ables, Superintendent

Don Ayres, Assistant Superintendent

Richard Velten, Paymaster

Gregor Moe, Clerk

Jon Marx, MCoR Director

Ron Gawedzinski, Activity Coordinator

Don Ayres, Publicity Chairman

Clinic: Guest speaker Gary Brandenburger presented a clinic on LED lighting. The clinic covered both the electronics basics which folks need and how to do things with LEDs one can't do with incandescent light bulbs.

Business Meeting:

Superintendent Jim Ables called the meeting to order. There were __ members present and __ guest.

Minutes of Previous Month's Meeting

Minutes from the June 2016 meeting were available for review prior to the meeting start. Minutes were approved as written.

Paymaster's Report

Rich Velten presented the June 2016 paymasters report. The opening balance was \$22,608.40. Income includes dues remission from national. Our closing balance was \$22,707.22.

Merchandise Report

Rich Velten reported we have a good supply of wheel sets on hand. Also on hand are NMRA N-gauge standards, and 2 NMRA OO-On3 gauge standards. Rich reported he should have information on Division polo shirts at next month's meeting.

RPO Report

John Carty published the RPO on 15 July. The submissions deadline for the Fall RPO is 1 Oct 2016

Directors Report

Jon Marx reported the June Membership list was received from regional and forwarded to the officers. Jon also reported the Region has a car project. Accurail refrigerator cars painted in the St Louis Refrigerator Car Company paint scheme are available for purchase. Jon had examples for viewing and information on ordering.

Achievement Program (AP) Report

There was no report as Phil Bonzon was not present.

Publicity Chair Report

Don Ayres solicited volunteers to work the July 23-24 Great Train Show and the 12-13 August

RPM. A sufficient number of volunteers were obtained to support both shows.

Outside Activities Report

Ron Gawedzinski was not present.

Old Business

John Schindler of the St Louis NMRA convention committee urged folks to start working on their layouts for the 2020 convention layout tours and operating layouts for ops sessions. The organizers will be looking for quality layouts to be on tour and host operating sessions.

Jim Ables provided some preliminary results on the membership survey. There seems to be a lot of interest in quarterly Saturday meetings to provide expanded clinics or a series of clinics on similar topics. Another topic of interest appears to be of clinics on layout planning/design. Meeting locations is also a hot topic, people on both sides of the river don't like driving to the other sided for meetings. Jim thanked Don Ayres for doing member survey data entry

Jim solicited for a volunteer to bring refreshments to the St Louis meeting location. No one stepped up.

New Business

The Division is investigating moving our holiday party to a buffet or location where it can be catered vice the present pot luck at the church. Don Ayres made a motion to move the holiday party to a yet to be determined location. The motion was seconded and approved. Jim asked if we should consider paying for the event in full or subsidies a portion of the costs. The question was tabled until we have a better feel for the costs. Jim asked for volunteers to help find a location. Mark Bauer and Bill Linson volunteered to do some scouting and report back.

Glenn Koproske brought up something Jim Ables mentioned in his RPO column about creating a members only Facebook page. Glenn felt it wouldn't get used after the first few months. After a brief discussion it was decided to continue investigating the ideal.

Chris Oestreich asked if the Division would like to continue with quarterly operating sessions. Jim Ables noted surveys indicated the operations sessions were very popular. Jim asked those present for their input and the majority were in favor. Jim asked Chris to begin planning the next set of ops sessions. Jim also thanked Chris for his work on the last ops session Friday and for stepping forward to continue as the ops session organizer.

Announcements

Don Ayres discussed the upcoming model structure building contest. John Carty and Don put together rules for the contest and they were published in the Summer RPO, Don reviewed the rules for those present. Judging will occur at the December 2015 meeting.

Brian Post mentioned Micro Engineering has released a number 5 switch in code 83 and also a number 5 ladder track switch. You can order through Brian and receive a 20% discount. Brian will have them for display at the upcoming Great Train Show.

Rich Velten reminded members that publication mailing fees are due.

Next month's clinic will be an intro to scratch building. Jon Marx will demonstrate how to scratch build a small structure.

Drawings

50/50 winner: not recorded

Gift Card winner: John Schindler

Meeting adjourned.

Respectfully Submitted,

Jimmy Ables

Superintendent, Gateway Division

Meeting Minutes for August 15, 2016

Officers Present:

Jim Ables, Superintendent

Don Ayres, Assistant Superintendent

Richard Velten, Paymaster

Gregor Moe, Clerk

Jon Marx, MCoR Director

Ron Gawedzinski, Activity Coordinator

Don Ayres, Publicity Chairman

Clinic: Dave Roeder presented signals for model railroads.

Business Meeting:

Superintendent Don Ayers called the meeting to order. There were 14 members and one guest present.

Minutes of Previous Month's Meeting

Minutes from the July 2016 meeting were available for review prior to the meeting start. Minutes were approved as written.

Treasurer's Report

The treasurer's report for July was available for review. The opening balance was \$22,707.22. During the month we had total receipts of \$84.48 and expenses of \$177.74. Our closing balance was \$22,613.96.

Merchandise Report

We have a good supply of wheel sets on hand. Also on hand are NMRA N-gauge standards, and NMRA OO-On3 gauge standards.

RPO Report

John has set 1 October as the deadline for the fall edition submissions.

Directors Report

Jon Marx wasn't present.

Achievement Program (AP) Report

There was no report as Phil Bonzon was not present.

Publicity Chair Report

Don Ayres requested volunteers to man our table at the Boeing show.

Outside Activities Report

Ron Gawedzinski had no report.

Old Business

The 2020 convention is still tabled.

The topic of the annual banquet and options were discussed. It was decided to have the banquet at the Ballwin golf course with the division picking up the rent and the members

pay for their meals.

Chris Oestreich is working on another operations session..

New Business

The fall meet was discussed and request for volunteers for set up tear down clinics and other functions. The meet is 5 November 2016.

Upcoming clinics: next month's clinic will be Jeremy Janzen on track planning.

Drawings

50/50 winner: Michelle Jobe

Gift Card winner: Michelle Jobe

Meeting adjourned.

Respectfully Submitted,

Gregor Moe,

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 (rpo@gatewaynmra.org).

Sat., October 29, 2016

K-10 Operations Day: Joint Activity with the NRHS. Ron Gawedzinski has arranged a visit to K-10 Hobbies, 19 Schiber Court, Maryville, Illinois, Saturday, October 29, 2016, from 2:00 PM to 5:00 PM. You may also call Ron Gawedzinski in advance at [314-846-5559](tel:314-846-5559) or email him at rwgawed@yahoo.com.

Sat., November 5, 2016

2016 Gateway Division Fall Meet,,

Trinity Lutheran Church, 14088 Clayton Rd, at Woods Mill Road (Hwy 141), Ballwin, MO (West St Louis County), Admission \$7, children under 12 free.

Clinics:

How to Plan Your Layout for Operations

The Third Dimension: Building Models from Photos

Scratch Building Rolling Stock: Transfer Caboose

Speakers for Model Railroading Sound Decoders.

Layout Tours:

Dave Lyon's Downe & Audt Line

Hank Kraichley's CB&Q Hannibal Division

Dave Roeder's Webster Groves & Fenton.

We need volunteers to help with the event. As always we need to people to help with setup @ 3pm on Friday the 4th. On the 5th we'll need folks to greet attendees at the entrance table, operate the Division display layout, work the children's activities area and generally assist with the meet. Please contact Rich Velten, modeltrainnut@gmail.com, 314-805-0887 if you'd like to volunteer.

Fri. & Sat., November 18 & 19, 2016

Quarterly Division Operation

Sessions: The below layouts will be available open for operations:

John Schindler, Friday, November 18th, Arrive between 6:00 p.m.-6:30 P.M.

Operations will run from 7:00 P.M.-10:00 P.M. Six operator positions available.

Bob Johnson, Saturday, November 19th, Arrive between 6:00 P.M. -6:30 P.M.

Operations will from 7:00 P.M. - 10: P.M. Eight operator positions available.

Contact Chris at ouestreich62@yahoo.com or you can sign up at the October meeting.

Sat., November 19, 2016

Metro East Model Railroad Club, Holiday Open Houses

Saturday, November 19th; December 3rd, 17th and 31st (10am to 3pm)

The Metro East club is located in the old Fire House at 180 Summit Street, Glen Carbon, IL (Corner of Summit and School Streets)

Admission is FREE!

Info: www.trainweb.org/memrc

Mon., November 21, 2016

Annual Holiday Party. 7pm. This year's party will be at the Ballwin Golf Course, 333 Holloway Rd., Ballwin, MO 63011. The event will be catered by Callier's Catering. Cost is \$11 per person.

To sign up please send a check payable to "Gateway Division - MCoR - NMRA". Mail your check with a note telling us the names of those attending to:

Richard Velten
566 Golfwood Dr
Ballwin, MO 63021

Mon., December 19, 2016

Gateway Division Meeting, VFW Hall, O'Fallon, IL, 7 p.m. Members will display their entries in the Division Kit-Bash Contest.

Sat., December 31, 2016

Sierra Nevada & Indian River Railway Open House, 10am – 6pm
248 Pardella, St Louis, MO 63125.
314-249-6986

Brain Post is opening his layout to the public for viewing and operations. Bring your DCC equipped engines and cars with metal wheelsets and your Digitrax controller.

Mon., January 16, 2017

Gateway Division Meeting, Trinity Lutheran Church, 14088 Clayton Rd, at Woods Mill Road (Hwy 141), Ballwin, MO (West St Louis County), 7 p.m.

Sat., February 11, 2017

The Warrior Express Train Show
10am-3pm, Fox C6 High School, 751 Jeffco Blvd, Arnold MO 63101
Admission \$3 children under 12 free

Sat., February 18, 2017

2017 Alton Train Show, 10am – 3pm
Franklin Masonic Lodge, 1513 Washington Ave, Alton IL
Admission \$3, Swap tables are free!
Contact Richard @ 618-465-2442 for details

Mon., February 20, 2017

Gateway Division Meeting, VFW Hall, O'Fallon, IL, 7 p.m.

Sat., March 19, 2017

Springfield Railroad Society Train Fair, 10am-4pm, Orr Building @ State Fair Grounds, Admission \$5, children under 11 free. Early bird shopping starting at 9pm, admission \$10,

More info at

www.springfieldtrainfair.com

Mon., March 20, 2017

Gateway Division Meeting, Trinity Lutheran Church, 14088 Clayton Rd, at Woods Mill Road (Hwy 141), Ballwin, MO (West St Louis County), 7 p.m.

Thur. thru Sat., April 6-8, 2017

Sn3 Symposium, Marriott Airport, 10700 Pear Tree Lane, St Louis, Mo 631134, Registration is \$45 before 15 February and \$55 thereafter. More details @ 2017Sn3Symposium.com

Mon., April 17, 2017

Gateway Division Meeting, VFW Hall, O'Fallon, IL, 7 p.m.

NMRA MCoR Region & Gateway Division

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* is included with membership at the National level and runs concurrently.

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

Jimmy D. Ables

Assistant Superintendent

Don Ayres

Clerk (Secretary)

Gregor Moe (Bonnie)

Paymaster (Treasurer)

Richard (Rich) M. Velten (Marilyn)

Division Director

Jon W. Marx (Kathy)



Back Cover Photo by Bill Linson.

