



Volume 30, Issue 4

Winter 2023

From the Superintendent's Desk

By Jimmy Ables, Superintendent, Gateway Division

As we begin this new year, I'm very happy to return as Gateway Division Superintendent. As many of you know, my life has been quite eventful since departing as Superintendent in December 2018. Preparations and planning for the ill-fated 2020 NMRA convention, my battle with COVID, the pandemic, and planning, preparation, and execution of the 2022 NMRA convention. In my work life I was prompted to Cyber Operations task lead at CSIOS Corp in support of U.S. Transportation Command.

So, you might ask why I would want to return as Superintendent. The simple truth is I enjoy working with the Division's leadership team to build and improve the Division. I'm very excited to lead

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Cover Photo: MKT U23B #350 leads a freight past an industrial scene on Bill Wehmeier's Katy layout set in 1974 in the Kansas City area. See more photos of his layout in this issue of the RPO.

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From the Superintendent's Desk

the Division's board. We have some great and dedicated team members.

Assistant Superintendent, Dan Knipp has done a superb job. Dan's most significant accomplishments include serving as interim Paymaster when Rich Velten passed away. This was a huge challenge and Dan kept us afloat until a new Paymaster was elected. Dan spearheaded the long overdue revision of the Division's regulations. He created the 2022 Division survey in Google Forms making it easy for members to respond. The board is now working to implement survey results. Dan also created our new Facebook and Instagram presences. Unfortunately, Dan is term-limited and will leave the team at the close of 2023. If you're interested in taking the Assistant Superintendent position, talk with Dan. We'll be soliciting nominations in the Fall.

Clerk Jeff Cooper, moved quickly after being elected to replace Tom Ose when Tom had to depart for personal reasons. Jeff revitalized the RPO and began putting our administrative house in order. He will soon begin work on digitizing our administrative records.

Paymaster, Bill Levin, jumped into the breach to help us right our financial ship after the unexpected death of Rich Velten. Pulling the records together was a big task. Bill also

spearheaded the effort to develop the Division's new records retention policy. We're in the process of implementing the policy now.

Director David Lowell has been steady at the throttle since being elected. As our

representative to MCoR, he doesn't hesitate to voice Division concerns and helped organize the 2022 MCoR get together during the 2022 NMRA convention. Dave was a huge help to the 2022 NMRA Convention team, assisting with registration and taking on what was needed during the convention.

I want to thank outgoing Superintendent Willie Richter for his service to the Division. Willie, along with Dan, held the division together during the pandemic and provided solid leadership. Willie's not going anywhere, he's agreed to take over as the IT chair.

Implementing Recommendations from the Recent Division Survey

An overwhelming majority of you wanted to continue with virtual meetings in addition to in-person meetings. We've made a significant investment in audio/visual equipment and have successfully held three in-person/virtual meetings. We've got some learning to do but, we've managed to make everything work since

resuming in-person meetings. For those of you who attend virtually, we'd like your feedback and suggestions on how to improve. While attending virtually will never be the same as being there in-person, we want to make it as

inclusive as possible. If you've got the technical skills to help with setting up and operating the AV equipment necessary to stream our meetings, please contact Willie Richter.

I want to thank outgoing Superintendent Willie Richter for his service to the Division. Willie, along with Dan, held the division together during the pandemic and provided solid leadership.

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From the Superintendent's Desk

Another survey recommendation was to implement Saturday meetings. The board has looked at this and our plan to implement is as follows:

- First meeting of each quarter will include a full business meeting and presentation
- Second meeting of each quarter will be on the third Saturday at the church. Saturday meetings will include hands-on clinics/presentations and/or operating sessions or tours of local layouts or prototype facilities.
- The third meeting of each quarter will include an abbreviated business meeting (e.g., minutes and budget review, urgent business items, and announcements) and an extended presentation.

As we move forward with this plan, we'll be looking for your feedback.

The board is still evaluating some of the other survey results and we'll be announcing other changes as we formalize the way forward.

Volunteers

This organization cannot survive without volunteers. In addition to board members, we've got several volunteers who help make the Division work.

- Activity Coordinator: Ron Gawedzinski
- Publicity Chair: Jimmy Ables
- Membership Chair: Bill Linson
- AP Chair: Dave Ackmann
- Contest Chair: Chris Oestrich
- Operations Chair: Greg Gramlich
- Fall Meet Chair: Walter Beckman
- Webmaster: Richard Schumacher
- IT Chair: Willie Richter

I'd like to personally thank each of these individuals for their contributions to the Division. The division would simply not function without their dedication. That said, we need some new blood in some of these positions. Bill Linson and I would like to relinquish our Chairmanships. Please contact me if you are interested in taking over as Membership or Publicity Chair.

I'd also like to thank Dale DeWitt, Don Head, and Hank Kraichely for serving on the Division nomination and election committees for the past few years.

To all our volunteers Thank You! Your contributions to the Division are invaluable.

Conclusion

I want to thank all of you for your continued confidence in me to lead the Division. I look forward to serving as the Division Superintendent and I look forward to implementing the survey results. I'm dedicated to working with you to improve the Division and grow our number of active members.

Let's make 2023 a great year for the Division!

This organization cannot survive without volunteers. In addition to board members, we've got several volunteers who help make the Division work..... To all our volunteers Thank You! Your contributions to the Division are invaluable.

Looking Back and Looking Forward

By Willie Richter, Past-Superintendent and IT Chair, Gateway Division

I find myself today writing my final article as Superintendent.

From the time I joined the NMRA in 2015, I had 5 people that made me want to keep coming back and get more involved. I want to take a moment to let them know how important their friendship has been to me. Jimmy Ables was my first introduction to the Gateway Division. At the Collinsville show in 2015 I tried my hand at operating the Time Saver layout and he told me about the division and convinced me to come to a meeting. Despite having trains all my life I didn't even know what the NMRA was at that time. I am so glad he took those 15 minutes to introduce me to it. At those first meetings I attended I met the five people that would keep me coming back: Hank Kraichely, Don Ayers, Rich Velton, Dave Roeder and David Lowell. These guys became instant railroading friends. I want to say thank you Hank, Dave and David. I can only hope that Don and Rich knew how much they meant to me. These guys kept me engaged in the division and were genuinely interested in what was going on with my layout and life in general. I have learned a lot from these gentlemen. I also want to thank the current board members, especially Dan Knipp. Dan is doing the work of 3 or 4 guys to keep things moving along in the division. Thank you Dan for all you do.

These guys kept me engaged in the division and were genuinely interested in what was going on with my layout and life in general.

In my January of 2019 article I introduced myself as the new Superintendent. I talked about burning a hole in the carpet with my Lionel train as a kid and about the West Alton and Belleville (WA&B) Railroad Empire that my friend Charles and I were working on in my basement. Great times seemed to be on the horizon. Just a few months later the 2019 flood took our layout and the house. Crystal and I had gotten married in February of 2019 and in May were living with my Mom for the next 16 months. Then COVID hit. But great times still seemed to be on the horizon. Next the 2020 Convention was cancelled and we had to figure out how to Zoom. It was just not the same but we did make new friends from across the country. Trains seem to be the thing that kept me going.

Now in 2022 things are turning around and great things are happening. That convention finally happened and it was a wonderful experience. The division is meeting in person again and we are getting the kinks worked out of the Zoom portion. We will be starting quarterly Saturday hands on meetings/work sessions. We are planning the Gateway Fall Meet. This Christmas I setup my Aristocraft G scale trains at West Alton City Hall while Santa was there. The kids loved it. I got out a Lionel set that was given to me by my Uncle Alan a few years before he passed and set it up with my Grandson Charlie. He loved it. Then I put my Lionel Diesel on the track from when I was a kid. It's 50 years old and hasn't been on tracks for over 40 years. I didn't think it would run but just wanted to see if it would even hum. Maybe it would be fixable. To my surprise some Christmas Magic was with it that day and it made some laps around the track. Sparks were flying and it was very noisy but it ran. Charlie named it Sparks the Train. When I took it off the track he was disappointed. He liked the spark show. We had a great Christmas and trains played a huge part in that.

I want to say Thank You to everyone in the division for letting me be your Superintendent these last 4 years. I look forward seeing you all in the future. My role in the Gateway Division is changing but I am not going anywhere. Congratulations Jimmy on taking back the reins, I mean the throttle, and I look forward to working with you in the future.

Willie Richter, Past Superintendent, Gateway Division NMRA

Director's Reflections: A Life of Their Own

By David C. Lowell, Director, Gateway Division, Mid-continent Region

I hope everyone had happy holidays!

Did you ever notice that sometimes projects will just take on a life of their own?

We dream a little dream; we plan a way to realize that dream and then we execute that plan. Right? Well, not always. I think that is one of the beauties of model railroading. Because it's a hobby. Because we are allowing our art and engineering brains to crash into each other. Sometimes things just happen as we follow a thread or a "what if" instead of our carefully crafted plan. And that is okay.

As most of you know by now, I am pedantically persistently persistent about the C&IM. But the C&IM really has limited modeling opportunities when it comes to new and unique models to build. Having attempted most and succeeded only on a few of them. I was looking for a new model to build. Something that would not be a repeat. Something that would push me to new ideas or skills. I had two or three cabooses on the shelf that I could build. I've built a dozen or more already so if I was going to build one, I wanted a twist. I wanted a new dream to chase.

Therefore, I decided to try, as the prototype had done, to add steel sheathing to one of the cabooses. Seemed pretty straight forward. Seemed different. Seemed a really simple way to take a kit and make some really minor changes and voila, a completely unique model. I did, and it turned out great (my opinion). I had a lot of fun doing it. I tried drafting in 3rd Plan-it, checked the box for a new skill. I used kit parts as patterns for wood parts. That checked the box for a new process. It advanced my research into the C&IM's caboose fleet, well more like a squadron, that I had been dabbling in. I felt like I had set a pretty good engineering/art project up.

As I dug into the actual building of caboose project a light bulb went off, why not trick out the interior too? I thought about it for a while. By utilizing the left-over wood exterior siding that I had used for the patterns for the new steel sheathing. Some scrap wood, scrap plastic material, a few commercial detail parts, a couple of figures and a few parts from the parts bin and double voila.

An afterthought turned a potentially unique project into a really unique project. To boot, I decided to enter it into the celebration of models at this past summer's NMRA convention and it was awarded first place in the kit class for cabooses.

What validates your effort is your sense of accomplishment and enjoyment. After all, isn't that why you participate in a hobby. For enjoyment.

This is another of the beauties of model railroading. You come up with a rough concept for a project with an original vision of what you want to accomplish. You get started. Then as the project progresses you develop more thoughts and ideas and it creates its own energy. The next thing you know you have a nicely scened model railroad or a highly detailed diorama, car or engine. The project took on a life of its own. It talked to you. You listened. The result is that you had a wonderful

and unexpected journey. To be sure, the project doesn't have to end up in a contest to validate it. Oh no. What validates your effort is your sense of accomplishment and enjoyment. After all, isn't that why you participate in a hobby. For enjoyment.

So go on. Dream a little dream about a project and see where it takes you.....

I will always be available, as well as the great team of officers we have, to receive any comments or suggestions you may have. You can reach me at LowellCoMotive@gmail.com. Happy Rails!

The 2022 Year In Review

By Jeff Cooper, Clerk and RPO Editor, Gateway Division

The Gateway Division continued to move through the pandemic and transition back to in-person events in 2022. From virtual meetings, to the National Convention, to in-person meetings, achievement program work groups, elections, awards, and so much more. We have more exciting programming scheduled for 2023, so won't you consider joining us, either in-person or virtually, this coming year?

Highlights of 2022 Division Member Activities

January

Edward M. Koehler Jr. of the Sunrise Trail Division presented "D&RGW Narrow Gauge through the Cameras of Richard Kindig and Richard B. Jackson: The Northern System"

February

The Division elected a new clerk, Jeff Cooper and Chuck Jenkins of the Palmetto Division presented "Trees and Weeds as Supporting Actors."

March

Edward M. Koehler Jr. of the Sunrise Trail Division presented "D&RGW Narrow Gauge through the Cameras of Richard Kindig and Richard B. Jackson: The Southern System"

April

Walter Beckman of the Gateway Division presented his clinic "Resin Printers and You - A Novice's Journey into the Unknown."

May

The Clinic/Presentation was an NMRAX recorded presentation by Mike Mackey, MMR, from the Cowcatcher Division of the Lone Star Region entitled "Details Make the Difference."

June

Dave Ackmann, the AP Chairperson for the Division announced the formation of a workgroup for those members interested in working together to achieve the AP certification in Structures. The June Clinic/Presentation was "Post-Covid 19 Model Railroading." Our presenter was James Knabb from the Trinity River Division of the Lone Star Region. Jim Kellow, MMR, provided information on New Tracks Modeling, a Zoom and YouTube livestream for the purpose of mentoring and modeling. Finally, a survey was sent out to members to provide feedback on the Division.

July

Division members volunteered to assist at the 2022 RPM in Collinsville, and Dan Knipp, Assistant Superintendent, presented the full results from the Division member survey.

August

The NMRA National Convention was held in St. Louis. Many Gateway Division members were heavily involved in the planning and operations of the convention. The NMRA Mid-continent Region hosted a meet and greet with the Gateway Division at the Kirkwood Mopac station and David Lowell, Gateway Division Director of the MCoR Region, was awarded with the K. B. "Kenny" Johns President's Award.

Highlights of 2022 Division Activities—Continued

September

The Division returned to in-person meetings (but continued to offer the Zoom option for those who could not attend in-person). Also, David Ackmann, Achievement Program Chairperson, presented Greg Gramlich with his certificate for Electrical Engineering and his Golden Spike Award, Glenn Koproske with his certificate for Electrical Engineering, and David Lowell his certificate for Association Official. David Lowell presented Dave Ackmann his certificates for Electrical Engineering and Association Volunteer. The RPO got a new editor, Jeff Cooper, and a makeover. Finally, Dave Ackmann gave his presentation “Automating CAD For Model Railroad Structures Using “Generators”.”

October

Elections were held and Jimmy Ables takes over as Superintendent for the retiring Willie Richter in 2023 and Bill Levin was re-elected Paymaster. The Division announced that there would be 4 hands-on modeling clinics held in 2023. Finally, Dave Roeder of the Gateway Division presented “Planning for Operations”.

November

Dave Ackmann presented Glenn Koproske with Achievement Program certificates for Chief Dispatcher and Author. Jim Ables and Willie Richter presented the first Lifetime Achievement Award to long time Division member and former Division officer Hank Kraichely. Mr. Ables further announced that the Lifetime Achievement Award is officially named the Henry “Hank” Kraichely Lifetime Achievement Award. Edward M. Koehler Jr. of the Sunrise Trail Division of the Northeastern Region presented “D&RGW Narrow Gauge in the Twenty-First Century.”

December

David Lowell of the Gateway Division presented: Scratchbuilding Avenue Tower. He also displayed and discussed other scratchbuilt models, techniques, and materials.



Above: David Lowell, The Gateway Division Director for the Mid-Continent Region, presents how he scratchbuilt Avenue Tower and also presented information on interlocking towers in general at the December 2022 membership meeting. David brought in his model of the tower and also other structures he scratchbuilt. This is just one of the many diverse presentations to the members over the past year. Photo credit: Jeff Cooper

1st Quarter 2023 Gateway Division Calendar

January 16, 2023, 7.p.m.: In-Person and Zoom Meeting and Presentation:

Trinity Lutheran Church, 14088 Clayton Road, Town and Country, MO 63017 and via Zoom

February 18, 2023, 9:30 a.m.: Hands-on Saturday Modeling Workshop: Decals and Their Application:

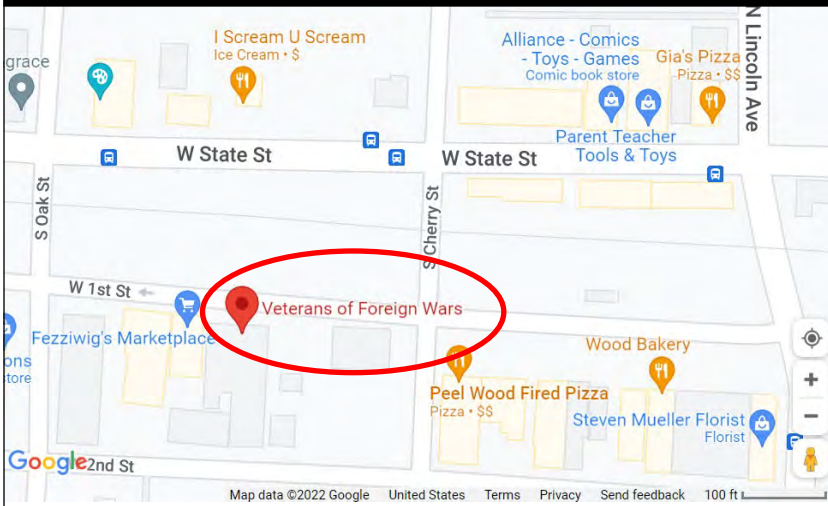
Trinity Lutheran Church, 14088 Clayton Road, Town and Country, MO 63017

March 20, 2023, 7 p.m.: In-Person and Zoom Meeting and Presentation:

Trinity Lutheran Church, 14088 Clayton Road, Town and Country, MO 63017 and via Zoom

Zoom links will be e-mailed prior to each meeting.

Veterans of Foreign Wars Hall, Post 805
223 West 1st Street O'Fallon, IL



Trinity Lutheran Church
14088 Clayton Road Town and Country, MO

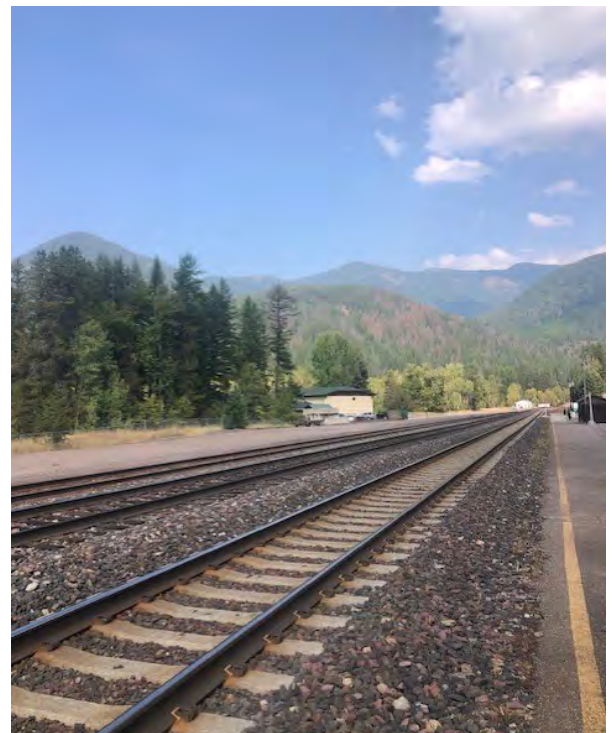


Congratulations...

Congratulations to Jimmy Ables for being elected as Superintendent and to Bill Levin for being re-elected as Paymaster for the Gateway Division. Your willingness to volunteer your time to the Division is greatly appreciated. Congratulations!

...And Thank You!

The Gateway Division would like to thank Willie Richter for his service and dedication during his term as Superintendent. He had to navigate many challenges during his term, and the time and effort he spent on Division activities through all of those difficulties is sincerely appreciated. Thank you!



Looking east towards Glacier National Park from West Glacier, MT. Photo: Jeff Cooper

Gateway Division Honors Hank Kraichely

By Jeff Cooper, Clerk and RPO Editor, Gateway Division

At the November 2022 membership meeting Jimmy Ables and Willie Richter presented the Gateway Division's first Lifetime Achievement Award to long time Division member and former Division officer Hank Kraichely. In addition, it was announced that the Lifetime Achievement Award is officially named the Henry "Hank" Kraichely Lifetime Achievement Award.

Hank has been a member of the NMRA since 1985. In that time, he served the Gateway Division in several roles including as a project layout director, multiple committee chairs, Assistant Superintendent, Superintendent, and Division Director for the Mid-Continent Region. Hank also served as President of the Mid-continent Region.

Hank received the Region's Larry Long award in 2005 to recognize him for doing outstanding and entertaining clinics. Hank is a long time member of the Gandy Dancers, a round-robin operating group, as well as other operating groups.

It is with a great deal of appreciation and gratitude that the Gateway Division presents the first Lifetime Achievement Award to Hank and to also name it in his honor. It is well-deserved. Congratulations, Hank!



Left to Right: Jimmy Ables (Publicity Chair and 2023 Division Superintendent), Hank Kraichely, and Willie Richter (2022 Superintendent). Photo credit: Jeff Cooper



SW1200 #33 assigned by Progressive Rail to the Crab Orchard and Egyptian crosses Briggs Road west of Marion, Illinois as it pushes two covered hoppers to the Railco Repair of Illinois facility located on Samuel Road on November 22, 2022.

Achievement Program Update

By Jeff Cooper, Clerk and RPO Editor, Gateway Division



Glenn Koproske (left) receives his AP certificates for Chief Dispatcher and Author from Dave Ackmann, AP Chairperson, at the November membership meeting. Photo credit: Jeff Cooper

Another Gateway Division member has earned certificates towards the NMRA Achievement Program. At the November 2022 membership meeting, Dave Ackmann, Gateway Division AP Chair presented Glenn Koproske with certificates for Chief Dispatcher and Author. Congratulations, Glenn!

In addition, Dave is coordinating a workgroup for any member who is interested in earning an AP certificate for Structures or anyone who is interested in learning more about it. You can send Dave an e-mail at dackmanns@charter.net if you are interested.

Upcoming Train Shows and Events

January 21-23, 2023: Cross County Mall Model Train Show, 700 Broadway Avenue East, Mattoon, IL; Saturday 10 a.m. to 6 p.m. and Sunday 11 a.m. to 4 p.m.

January 28-29, 2023: Great Train Show, St. Charles Convention Center, 1 Convention Center Plaza, St. Charles, MO; 10 a.m. to 4 p.m.

February 18, 2023: Pacific Eagles Train Show, 707 West Congress Street, Pacific, MO; 10 a.m. to 3 p.m.

February 19, 2023: Peoria and Pekin Train Fair, Illinois Central College, Route 24 one mile east of Route 116, East Peoria, IL; 10 a.m. to 3 p.m.

February 25, 2023: National Museum of Transportation Model Train Swap Meet, Museum of Transportation Earl C. Lindburg Automobile Center, Upper Parking Lot, 2933 Barrett Station Road, Kirkwood, MO; 9 a.m. to 2 p.m.

March 11, 2023: Boeing Employees' Club—St. Louis Railroad Swap Meet, Greensfelder Recreation Complex at Queeny Park, 500 Weidman Road, Ballwin, MO; 10 a.m. to 3 p.m.

March 12, 2023: Springfield Train Fair, Orr Building, Illinois State Fairgrounds, 66 4H Road, Springfield, IL; 10 a.m. to 4 p.m. (Early Bird at 9 a.m. for higher entrance fee)

March 26-25, 2023: 39th Urbana Model Railroad Show, Lincoln Square Village, 100 W. High Street, Urbana, IL; 10 a.m. to 6 p.m.

March 26, 2023: Vandalia Train Show Swap Meet, Vandalia Moose Lodge, 328 South 3rd Street, Vandalia, IL; 10:30 a.m. to 3:30 p.m.

April 8, 2023: The Sons of the American Legion Spring Train Show, Dupo American Legion Post #485, 200 South 5th Street, Dupo, IL; 10:00 a.m. to 3:00 p.m.

The Gateway Division Presents

Decals and Their Application

***FREE* Hands-On Workshop**

Conducted by David Lowell

Saturday, February 18, 2023 at 9:30 a.m.

Trinity Lutheran Church

14088 Clayton Road, Town and Country, MO

- ◆ Have you always wanted to learn how to decal?
- ◆ Do you need to sharpen your skills in decaling?
- ◆ Have you been reading about how to decal and watching online videos on how to decal but just need practical help?
- ◆ Or do you just want to be able to learn more about decaling and other modeling skills from your fellow modelers?
- ◆ Then join us for your chance to learn more by working hands-on and in-person with modelers who know and are willing to share. You can't do that with magazines or online videos!

Workshop Details

- ◆ The workshop will consist of an instructional presentation followed by hands-on decal application by all attendees
- ◆ We will review the steps required to provide a properly prepared surface, tips and techniques for the application of decals, as well as the tools and supplies required for decal application
- ◆ We will provide unpainted boxcar shells, decals (courtesy of the Don Ayers Estate), water, paper towels, and setting solution
- ◆ If you can, bring scissors, a hobby knife with a sharp blade, tweezers, metal ruler, sharp pencil, and a magnification visor (if needed). If you don't have these items, don't worry, we will have a few extra or we will do our best to group modelers together for sharing tools. If you have spare tools, bring them along to help out your fellow modeler.

Photo Tour of Bill Wehmeier's HO Scale Katy Layout

Layout Description from the Gateway 2022 National Convention Time Table
Photos by Jeff Cooper



Bill Wehmeier's Katy layout represents the Kansas City area circa 1974. There are only two mainline trains and everything else is switching. There are three distinct switching areas on the layout: West Bottoms, West Bluffs, and South City. In addition to the three switching areas, the grain elevator is switched once a session. Bill also models most of the other railroads in Kansas City as he utilizes them as transfer runs from hidden tracks. Only two transfer runs are operated per session. The layout has most of Katy's oddball locomotives: re-engineered RS-3's, FA's, and Ballwin's. Most of the locomotives have sound.

Bill Wehmeier's HO Scale Katy



Bill Wehmeier's HO Scale Katy



Bill Wehmeier's HO Scale Katy



Have You Considered Free-Mo?

By Ricky Keil, Gateway Division Member



Gateway Free-Mo is a group of model railroaders located in the Midwest centered around the St. Louis area (generally within a 100

to 200-mile radius of St. Louis). The group consists of model railroaders that are interested in prototypical modeling using the Free-Mo modular concept to build, assemble, and operate a model railroad. Midwest prototypes are emphasized, whether they are the classic Midwestern roads such as Missouri Pacific, Rock Island, Frisco, Wabash, Chicago & Northwestern, Louisville & Nashville, Gulf Mobile & Ohio, and others or the more recent modern empires such as UP, BNSF, and NS. The Gateway Free-Mo modules feature midwestern scenes and you, as the modeler, can pick your favorite scene from your prototype and create a modularized layout design element (LDE) of that scene.

When connected with other modeler's LDEs, a fully operational and realistic model railroad is created.

Gateway Free-Mo is becoming more active in the area and they are looking for new modelers who are interested in building one or more modules that meet Free-Mo standards. While the group has been around for many years, activity has started to pick up again. This is a group, not a club. There are no dues, officers or other club activities. The only thing required is to build a module and connect with others.

Free-Mo, or Freeform Modular, is a way of designing and operating modular model railroad layouts. Free-Mo standard S1.1 states that "the objective is to provide a platform for prototype modeling in a flexible, modular environment. Free-Mo modules not only provide track to operate realistic models, but also

emphasize realistic, plausible scenery, realistic, reliable trackwork, and operations. Free-Mo was designed to, and continues to, push the envelope of modular model railroading to new heights. It goes beyond the traditional closed-loop set-up in creating a truly universal "free-form" modular design that is operations oriented and heavily influenced by prototype railroading." The Free-Mo standard allows flexibility to module owners to create prototype-based scenes without the need to be confined to very specific length or radius requirements like other modular groups. The standard allows modules to be placed anywhere in a layout, in any orientation, so groups can create all new

layouts, even using the same modules over and over.

The main purpose of this modular concept is to provide a place to operate finely detailed HO scale standard gauge models in a realistic fashion.

According to [www.free-](http://www.free-mo.org)

[Mo.org](http://www.free-mo.org), a Free-Mo module "can be any length and the endplates can be at any angle to each other. A Free-Mo module can be one section or a set of two or more sections that forms a module. The Free-Mo standards govern the ends of the module (or module set) and basic track requirements. Free-Mo was developed with the idea that a set of standards focusing mainly on module endplates would enable faithful modeling of prototype trackplans and operations in a modular environment. The standards just mandate the ends where modules connect together, leaving the length and track configuration up to the modeler. This in turn yields extremely flexible standards that work! For example, if you want to build a module that is 5 feet 7 and 3/4 inches long with an angle of 19 degrees and a 2% grade, you can do it with Free-Mo! Free-Mo enables the modeler's

The Free-Mo standard allows flexibility to module owners to create prototype-based scenes without the need to be confined to very specific length or radius requirements like other modular groups.

creativity to shine through their modules. No longer are modelers confined to fixed-length modules of 4, 6, or 8 feet long. They may build a module to their own needs and dreams." While modelers tend to setup in distinct local or regional groups, these standards allow modelers from anywhere to bring their modules and set up in large multi-group layouts. The full set of Free-Mo standards, as well as other Free-Mo information, is available at www.free-mo.org.

Realistic operations is an important aspect of Free-Mo meets, so the layout setup does not follow the traditional closed loop format of most modular layouts. Instead, it follows a "free-form" configuration that does not readily lend itself to continuous running. Trains originate from one point on the layout, traverse it, and then terminate at the other end. This format results in modules that are viewed from both sides and are designed to be reversible (rotated 180 degrees). The modules do not have "fronts" or "backs" and there are no backdrops or sky-board panels on Free-Mo modules. The intent is that the modules are viewable from both sides and look realistic from both sides.

This type of operation requires end points, typically in the form of stub end yards or reverse loops. A layout may then take on the form of an "out-and-back" or a "point-to-point" configuration. Other more complex layouts are possible if "junction" modules are built. For example, a wye module could allow branch line operation. Between the end points of the layout are modules which carry the single track or double track main lines from one end to the other. Large modules may be assembled from small, easily transportable "sections" to create a large layout feature. For example, a long passing siding could be created as a multi-section module.

According to Harry Wong on the Free-Mo website, "Free-Mo simply boils down to realism, excellence and elegance. We aspire to accurately simulate the reality of railroading to the highest fidelity that is reasonably practical with module engineering/construction, scenery, rolling stock and operations. We are not out here to "beat them" or to be "better than

anyone", but only to stretch our own limits and goals by freely sharing the best of our skills with others within our group and with nearby groups to achieve the common goals of realism and excellence."

Is Free-Mo right for you? Free-Mo offers modelers many opportunities and flexibilities and may be right for you if you want to:

- Build a layout but have limited space
- Gain experience before starting your home layout
- Branch out from your preferred scale or era
- Create unique layouts and equally unique operating possibilities
- Build a module of a specific location for others to see

Free-Mo is also a great way to graduate from armchair modeling to building a realistic, prototype based, operating module that will build your skills, not break the bank, and give you a chance to learn from your fellow modelers. Whether you are a seasoned modeler with a home layout or a new modeler interested in learning more, Free-Mo may be right for you.

Gateway Free-Mo maintains a group on Facebook if you are interested in more information. Membership in the Facebook group is not limited to St. Louis Free-Mo modelers. Any modeler interested in Free-Mo and/or Midwest themed model railroading is welcome to join. All membership requests require approval by the moderators.

For more information about Gateway Free-Mo, contact Ricky Keil at (314) 591-0152, or rkeil6721@hotmail.com You can also message him through the Gateway Free-Mo Facebook group.

Free-Mo is also a great way to graduate from armchair modeling to building a realistic, prototype based, operating module that will build your skills, not break the bank, and give you a chance to learn from your fellow modelers.

Summary of Free-Mo Standards

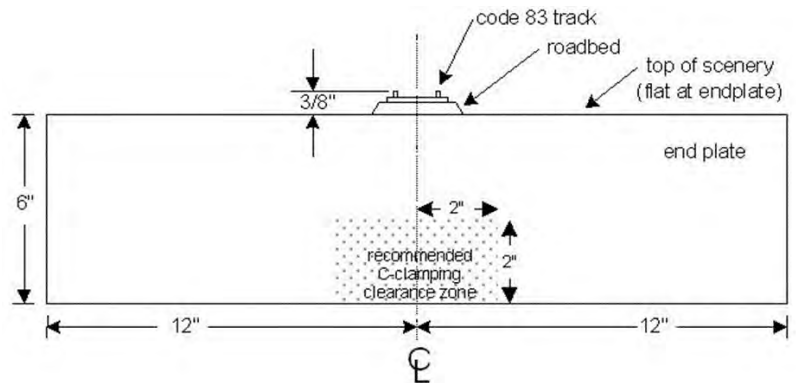
Frame and Legs

- Endplates shall be 3/4" plywood or equivalent.
- Single track endplates shall be 24" wide by 6" tall.
- Double track endplates shall be 26" wide and 6" tall.
- Roadbed shall be 1/4" cork or equivalent on 1/2" thick plywood or equivalent.
- The nominal and minimum height of the railhead, at the endplate, is 50" from the floor.
- The module shall have at least 4 legs and stand on its own.
- Legs shall have continuous adjustment of plus or minus 1".
- The bottoms of the legs shall have rubber tip or equivalent floor protection.
- Modules may be used with operators and spectators on either or both sides.

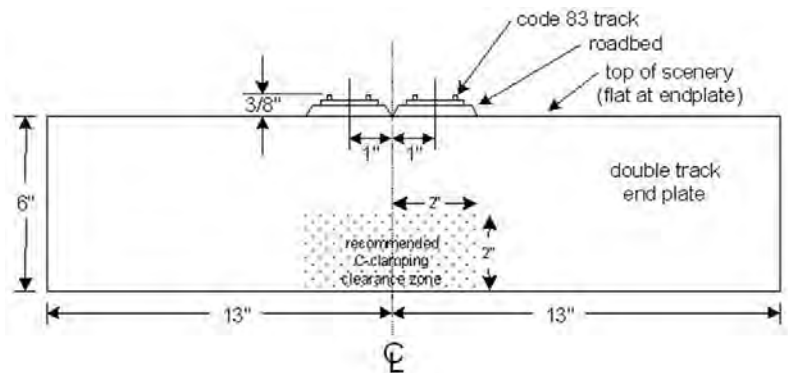
Track

- Modules shall use flex or hand-laid track with nickel silver rail.
- The centerline of all tracks shall be 4" or more from the sides of the module at all times.
- On a single-track module, the through track shall be centered on the 24" endplate and on double-track modules, the two through track centerlines shall be spaced precisely 2" apart and centered on the 26" endplate.
- Track on the through route must be perpendicular to the endplate and be straight for 6" from each end of the module.
- Turnouts shall be at least #6 and the points of a turnout should not be within 6" of the end of a module.

Single Track Free-Mo Module Endplate Standard



Double Track Free-Mo Module Endplate Standard

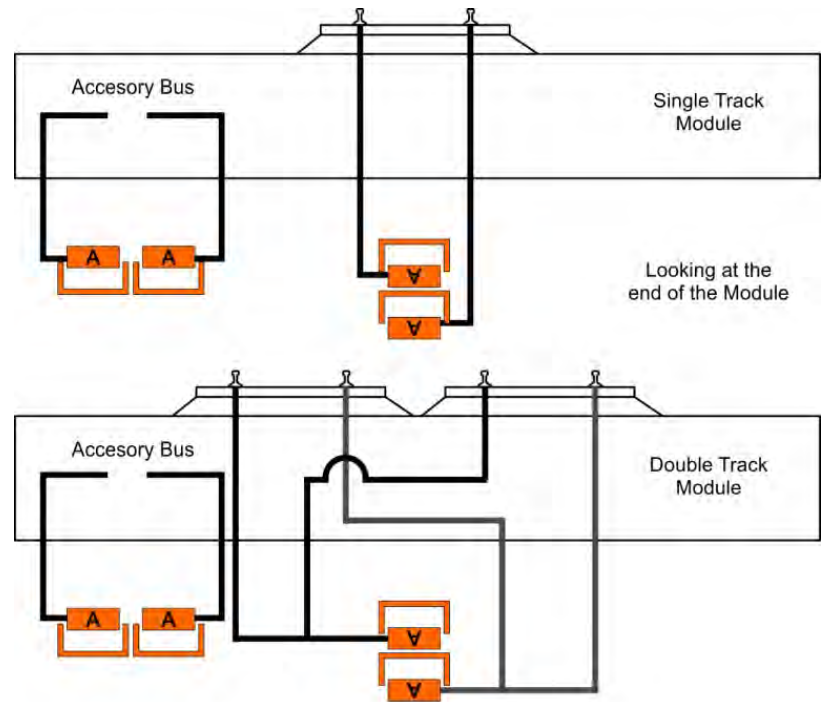


- Rail shall be cut off 1" away from module end. Ties and ballast shall be continued to the module end. Ties shall be notched under the ends of the rails and to the module end.
- Your module must be able to accommodate insulated rail joiners at each endplate.
- There shall be a minimum of 12" of straight track between reverse curves.
- Track on the through route of a Mainline module must all be code 83 and sidings, spurs, and other tracks may be code 83 or smaller, but not less than code 40.
- The minimum curve radius on a through route of a Mainline module is 42" with 48" preferred.
- Mainline maximum permitted grade is 2%.

Wiring

- Wiring will consist of 2 pairs of bus wires (track bus and accessory bus), a 6-conductor LocoNet bus cable, and a single wire Booster Common.
- The length of the free ends of the track bus, accessory bus, and Booster Common at end plate shall be a minimum of 18".
- Track and accessory bus wire shall be 14 AWG stranded or larger wire.
- The LocoNet bus shall be telephone type 6-conductor cable. CAT type computer cable should not be used. The LocoNet bus should be telephone grade flat cable, not twisted pair Ethernet cable.
- There shall be a 4 (or more) position barrier strip under the module at each end for track and accessory bus wire hook-up.
- The track bus, accessory bus, and Booster Common shall be terminated on all ends with Anderson Powerpole PP15-45 Standard Housing connectors incorporating a 30 amp power contact for use with 12-14 gauge wire. The PP15-45 connectors shall be stacked vertically (hood up, tongue down) The accessory bus connectors shall be installed horizontally.
- All ends shall have a surface mount "6 conductor 6 position" module jack (RJ12) mounted to the inside of the endplate for the LocoNet Bus.
- Track feeder wire may be 24 AWG or larger, but not longer than 6" to the track bus.
- On double-track modules, separate feeders are recommended for each track so that detection can discern a train on track A or track B.

Wiring Connector Standards



S4.5 & S4.6 - Free-mo Anderson Powerpole Standards for Accessory and Track Buses (colors of housing are optional)

- All turnout frogs shall be powered. Turnouts shall not rely on switch points to power the frog.
- Accessory power shall be approximately 16 volts AC or DCC, The bus is wired through. A bridge rectifier and filter capacitor may be used to convert AC or DCC signal to DC.
- Each module will have one dual flush mount "6 conductor 6 position" modular jack (RJ12) faceplate mounted on each exposed side of module, except the endplates, for throttles (Digitrax UP-5 Throttle Jack or equivalent).
- In areas where multiple operators will congregate (such as yards), one or more modules in this area should have more than one set of throttle jacks per side.
- All of the LocoNet connectors and associated cables need to be connected straight through.

Control

- LocoNet compliant DCC and accessories are standard for interoperability.
- For a given turnout, turnout controls must be on all sides of the module or module section, excepting any endplates.
- It is recommended that turnout controls should be located on the fascia, and not on the horizontal or vertical surfaces of the scenery.

Scenery

- All benchwork shall be hidden by some form of scenery.
- General module fascia color shall compliment scenery and not draw attention from the scene.
- Scenery at the Free-Mo standard end(s) shall have a flat profile 3/8" below the top of the rail on the through route.
- The through route shall be ballasted Woodland Scenics Fine Light Gray or equivalent.
- Standard rail color on the through route is Floquil/Polly-S Roof Brown or equivalent.
- It is recommended that the ballast on the through route be weathered with a fine mist of thinned Floquil/Polly-S Grimy Black or equivalent.



For the full set of standards, recommended practices, FAQ's, and other information, please visit www.free-mo.org

Diagrams and Standards used with the permission of www.free-mo.org

Right: Selected modules from the Free-Mo meet at the 2022 National Train Show in Collinsville, IL. The layout was comprised of 26 modules from eleven states and one Canadian province and had a mainline run of about 160-ft. Photo Credits: Jeff Cooper

Free-Mo Module Refresh

Ricky "borrowed" a module from another modeler to add the signal detection and then decided to go ahead and finish the scenery. Below are a series of images showing the progress of the module refresh. It also shows that building a Free-Mo module doesn't have to be an overwhelming task.



Left: Ricky started with almost a blank scenery canvas.

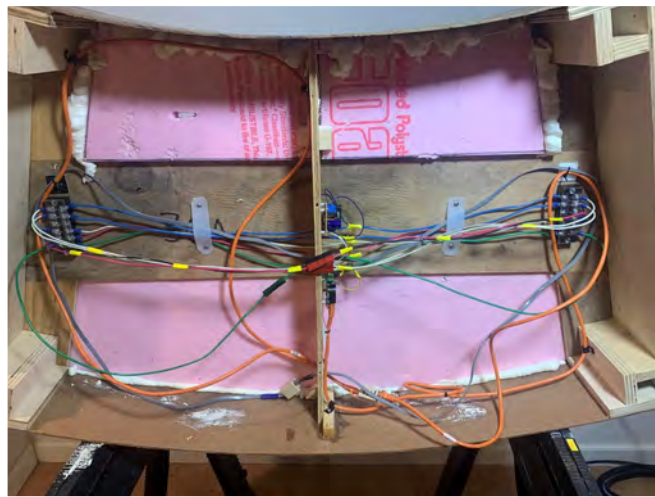
Right: He added undulating terrain for more visual interest



All Photos By: Ricky Keil

Right: Ricky installed wiring to meet free-Mo standards.

Far Right: Next came the base coat, road, and ballast.



Then grass, weeds, and brush...



Finally, an oil well and details finish the refresh!

Free-Mo at the April 2022 Cornfield Meet

Below are an overview and selected modules from the Free-Mo layout at the Cornfield Meet in McLean, IL in April 2022. Free-Mo standards include the end plate, along with other framework, track, wiring, control, and scenery specifications. The design of the module in-between the end plates is mostly up to the modeler. The end plate standard in combination with the ability to rotate modules 180-degrees results in an almost limitless number of configurations.

Photo credits: Chris Thies, Used with Permission



A Bigger and Broader Magazine Index

By Jeff Cooper, Clerk and RPO Editor, Gateway Division

Are you looking for a particular article but cannot recall which magazine or issue it was in? Are you starting a new project but need more information about it? You can go to the Railroad Magazine Index at <https://www.rmagazineindex.org> and your starting point will be right at your fingertips.

The creators of the index, Michael Peterson and Nathan Holmes - both lifetime modelers, railfans, and railroad history enthusiasts, created the Railroad Magazine Index (RMI) "in an effort to make a search engine that encompasses any and all magazines related to railroads, railroad history, railfanning, and railroad modeling." Mr. Peterson and Mr. Holmes created, maintain, and fund the index and it is not affiliated with any publisher or organization. Per the website, they may consider limited sponsorship or donations in the future to help offset the cost of running the server depending on how popular the site becomes.

Mr. Peterson and Mr. Holmes stated on their RMI website that "we started this project after the 2021 Trains.com redesign took Kalmbach Publishing's Train Magazine Index offline because "the old software couldn't be updated to run in the new environment." We initially contacted Kalmbach and offered to help reverse engineer things and rewrite their software to run on a modern platform. However, their IT staff indicated that it was too old and couldn't be done. So, with no up-to-date search engine available for our favorite hobby, we set off to build our own from scratch, and make it far bigger and broader than the old one ever was." They continued "this one isn't perfect. It's not a carefully curated and manually entered record of articles. It's all done with OCR of old magazine scans and pulling the text out of modern PDFs. There's typos (or rather OCR-os, since no typing was involved). There's missing issues. But it's usable, and in some ways it's better. This one will search the whole text, not just the titles and summaries, and will give you little thumbnails so you can visually check if that's the article you remember. Plus, you can't beat the price of free."

RMI extracts their data by using Optical Character Recognition (OCR). According to an August 31, 2020 article, "How Is the Accuracy Rate of an OCR Scanner Measured?" on KlearStack.com, they



Magazines Indexed as of 10/31/2022

1001 Model Railroading Ideas: 1967-1973
Cannon Ball (NMRA Sunrise Trail Division): 1966 to present
Central Headlight (NYC Historical Society): 1970 to present
Classic Toy Trains: 1986 to present
Classic Trains: 1999 to present
Diesel Era: 2021 to present
Garden Railways: 1982-2020
Great Model Railroads: 1991-2020
HO Collector: 2017 to present
Light Railways: 1962 to 2020
Mainline Modeler: 1980 to 2006
Micro Model Railway Dispatch: 2021 to present
Model Railroad Hobbyist: 2009 to present
Model Railroad Hobbyist Running Extra: 2018 to present
Model Railroad News: 2007 to present
Model Railroad Planning: 1995 to 2019
Model Railroader: 1934 to present
Model Railroading: 1979 to 2006
N Scale Railroading: 2020 to present
Nickel Plate Road Modeler's Notebook: 2010 to present
NMRA Magazine: 1935 to present
NYCentral Modeler: 2011 to present
The O Scale Resource: 2013 to present
Pacific News: 1961-1984
Pacific Rail News: 1984-1997
Progressive Railroading: 2011 to present
Rail News: 1997-1999
Railfan & Railroad: 2011 to present
Railmodel Journal: 1989 to 2008
Railway Age: 2011 to present
Railway Herald: 2005 to 2012
Railway Modeller Australia: 2020 to present
Railroad Model Craftsman: 2011 to present
The S Scale Resource: 2014 to present
Sagebrush Headlight (Nevada State Railroad Museum): 2001 to 2021
Tracks 'n Feathers (Galloping Goose Historical Society): 1997 to present
Trains: 1940 to present

reported that a U.S. Government Printing Office study showed OCR scanners have an accuracy rate of between 90% and 98%. There are limitations with OCR based on which fonts were used in the publications and how clean the scan is. The creators of the index are aware there are errors within the database but they do make efforts to rescan the materials if they get cleaner scans or a better PDF copy of the publication.

To test the search capabilities of the index, I did a search of "Banner Blue", the Wabash passenger train. The index returned 100 results from 8 magazines. Since all pages the magazines are scanned, anytime the phrase is found, whether it is in an article, product review or announcement, or advertisement, it will return a result. The site does have the ability to sort by magazine, so I further filtered it by "Classic Trains" which narrowed down the results to 22. There is also an advanced search feature whereby you can narrow down the search to fall between certain dates if you would happen to know an approximate time period of an article you are searching for. To get the best results and to prevent from having to scroll through results that are advertisements (unless that is what you are looking for), use very specific search terms and filters to hone in what you are really wanting to see.

The search results also return an image of the page from the magazine but you are unable to enlarge it to read the page. Instead, it links to online access to the magazines. For example, if you have a Trains.com subscription, the link will take you to their website. Other examples include linking the NMRA publications to the NMRA website, for Model Railroading, it takes you to the magazine archive at trainlife.com, and for Mainline Modeler, it takes you to the site where you can purchase the DVD containing all of the scanned issues of Mainline Modeler. As RMI does not store pages or issues for viewing, each page is linked back to another website when available. This is done to prevent any copyright problems and also helps publishers realize the value of their digital content.

All in all, RMI has done a great job in keeping a comprehensive, searchable railroad magazine index alive. The creators continue to add more magazines to the database which will just keep adding to the value of their website. Whether you maintain your own paper magazine collection, just pages from the original issues, or have converted to digital only, this database can help you find the information you are looking for to tackle your next modeling project.

Instructions for Searching the Railroad Magazine Index

If you just enter a word or phrase, it will search for any magazine page containing all of the terms, but not necessarily together. However, the underlying search engine provides a number of ways to do more advanced queries. Here's some advanced search query syntax hints:

- Normal search terms are case insensitive, so searching for *bc*ol would match BCOL, bcol, BCol, etc.
- If you want to search specifically for a phrase, put the phrase in quotes. For example searching for "BC Rail" will only bring back pages with BC Rail as a phrase, rather than any page with BC and Rail in it somewhere.
- Search terms will only match exactly, so if you search for M420, it won't match M420W or M420B. If you want to include all the suffixes, add an asterisk at the end.
- More complex searches can be made using boolean terms AND, NOT, OR and parenthesis to group things together. Note that the logical operators must be capitalized. So if you want pages about BC Rail or British Columbia Railway M630Ws, you could search for: ("BC Rail" OR "British Columbia Railway") AND M630W
- Using the "Advanced Search" link, you can limit the date range or the specific magazines to be searched. For example, if you were interested in the provincial sale of BC Rail to CN, you might only want to look in prototype magazines from 2001-2004.

Credit: Instructions taken directly from the RMI website: <https://www.rrmagazineindex.org>

Sample search results from the Railroad Magazine Index. The filters used were "banner blue" and only in issues of Classic Trains. The search returned 22 results with the first three shown below.

"banner blue" Search...

How do I search?

Advanced Search Options...

Start Date: Any

End Date: Any

Magazine(s):

Cannon Ball
Central Headlight
Classic Toy Trains
Classic Trains

22 results found in 1 magazine
Displaying results 1 to 20

Magazines: All | Classic Trains (22)

« First - Prev - Page 1 of 2 - Next - Last »



Classic Trains - Winter 2018 - Page 33

Volume 19 • Number 4

Pennsylvania's Spirit of St. Louis, Wabash's **Banner Blue**, the Alton Limited to Chicago, and others. As I peered through



Classic Trains - Winter 2018 - Page 19

Volume 19 • Number 4

for the 1951 St. Louis-Chicago Budd domeliner **Blue Bird** was to be No. 1000, E7 1000 became 1002A. In 1961 Wabash...City of Wabash is on the rear of the northbound **Banner Blue** as it nears Decatur's Millikin University in 1960. R. R. Wallin



Classic Trains - Winter 2018 - Page 16

Volume 19 • Number 4

St. Louis Union Station in October 1948, with the **Banner Blue** for Chicago. J. David Ingles collection The term "Fallen Flag...produced to tout its new Budd domeliner, the **Blue Bird**. With more than 100 Class Is in the postwar era, it

Photo Tour of Hank Kraichely's Burlington Route Hannibal Division

Layout Description from the Gateway 2022 National Convention Time Table

Photos by Jeff Cooper

This double deck layout represents the Chicago, Burlington & Quincy line from St. Louis to Hannibal, Missouri and a branch from Old Monroe to the Gulf, Mobile & Ohio Kansas City line which provided a shortcut to Kansas City. Hank's first design objective was for a layout that allowed the operator to feel like they were traveling a distance. As a result, there is a single 500-ft mainline with passing sidings that serve six small towns. Also modeled are a 22-ft long by 3-ft wide Portland Cement Plant and 7-ft long by 4-ft wide by 20-inch deep quarry on the banks of the Missouri River. Hank's second objective was to avoid using a helix so he has a ramp running in front of the backdrop to a shelf underneath Hannibal yard on the second level. To supply traffic, each level has a staging yard. One has ten tracks and the other has eight tracks.



Hank Kraichely's Burlington Route Hannibal Division



Hank Kraichely's Burlington Route Hannibal Division



Hank Kraichely's Burlington Route Hannibal Division



Station to Station: Dahlgren, Illinois

By Jeff Cooper, Clerk and RPO Editor, Gateway Division

Station to Station is a regular feature that highlights depots and stations in the Gateway Division whether they still exist or have since faded into history.

Built in the late 1800's, this depot still stands today in Dahlgren, Illinois. Dahlgren, a small community of approximately 500 residents, is located in Hamilton County in Southern Illinois about 15 miles southeast of Mt. Vernon on Illinois Route 142. The depot originally served the St. Louis & Southeastern Railway. Through construction and a series of acquisitions, the railroad finally reached Evansville, Indiana in 1872. The railroad

was sold in a foreclosure auction to a group of bondholders who then conveyed the property to the South East and St. Louis Railway in 1881 who then leased it to the Louisville & Nashville. In 1936 the L&N became full owners of the line. Through a series of mergers and consolidations, the line became part of the Seaboard System and then CSX. In 2006, the Evansville Western Railway leased the line that passes through Dahlgren from CSX to haul grain and coal between Okawville, Illinois and Evansville, Indiana.



Structural Elements: Old Wabash Hotel, Edwardsville, Illinois

By Jeff Cooper, Clerk and RPO Editor, Gateway Division

Structural Elements is a regular feature where we will examine both rail and non-rail structures and scenes to bring attention to the details that you can incorporate into your models and layout. Mundane details tend to be overlooked as our eyes are looking for the unusual or interesting. Through this feature, we want to highlight the ordinary and often overlooked details.



Above: Photo from 1933. Note the closed grocery store on the corner and the signs for the tavern and fish market. Also note the stone and brick structures on the right that are no longer there.

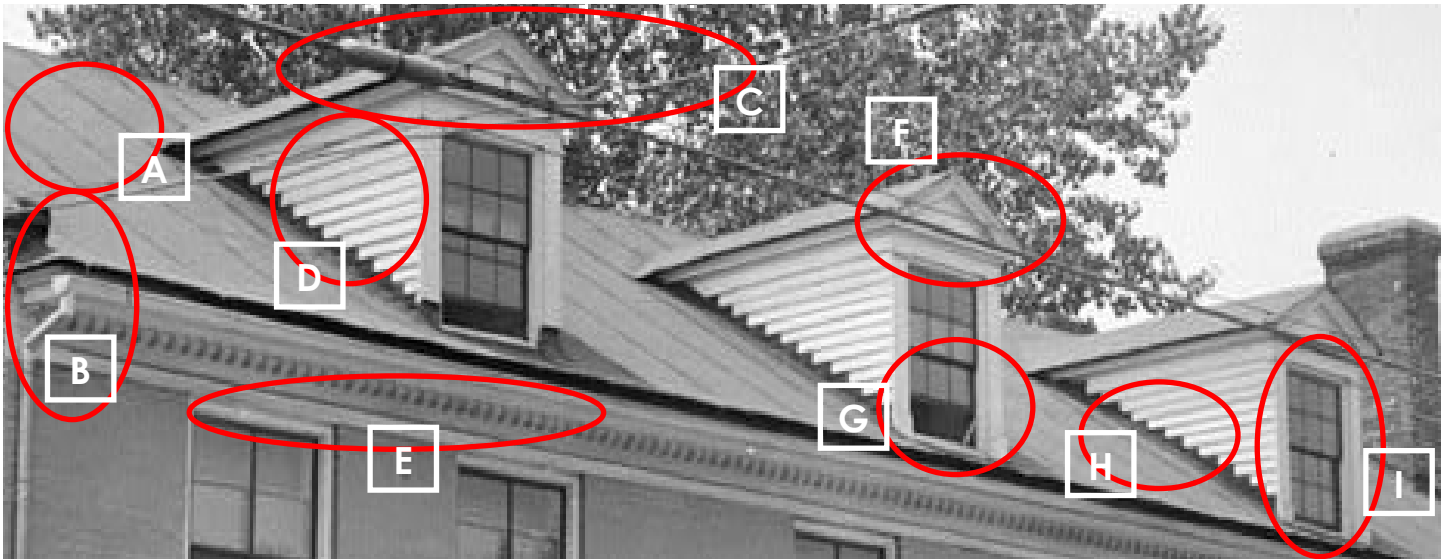


Above: Approximately the same location in December 2022 (over 89 years later). Photo Credit: Jeff Cooper

Built in 1839 at the corner of Main Street and Union Street in Edwardsville, the Old Wabash Hotel is one of the oldest buildings in the community. The Old Wabash Hotel, was also known as the Edwardsville Hotel, Heskett's Tavern, Marshall House, and Wabash Hotel, and was the fourth major hotel built for the town of Edwardsville. This brick structure replaced a wooden structure built in 1820's that was destroyed by fire. When the hotel went by the name Marshall House, it hosted Abraham Lincoln for a mid-day dinner in 1858. There once was a wooden addition on the back that housed dining rooms and ballrooms. The structure originally had a 2 story covered porch that ran the full length of the front of the building. A renovation occurred sometime around 1904 to convert the first floor into space for businesses and the second floor into apartments. Today, the entire building is used for apartments.

Building History Credit: Abbie Schaefer, "The Wabash Hotel in Edwardsville," *Madison Historical: The Online Encyclopedia and Digital Archive for Madison County, Illinois*, last modified February 20, 2019, <https://madison-historical.siue.edu/encyclopedia/the-wabash-hotel-in-edwardsville/>.

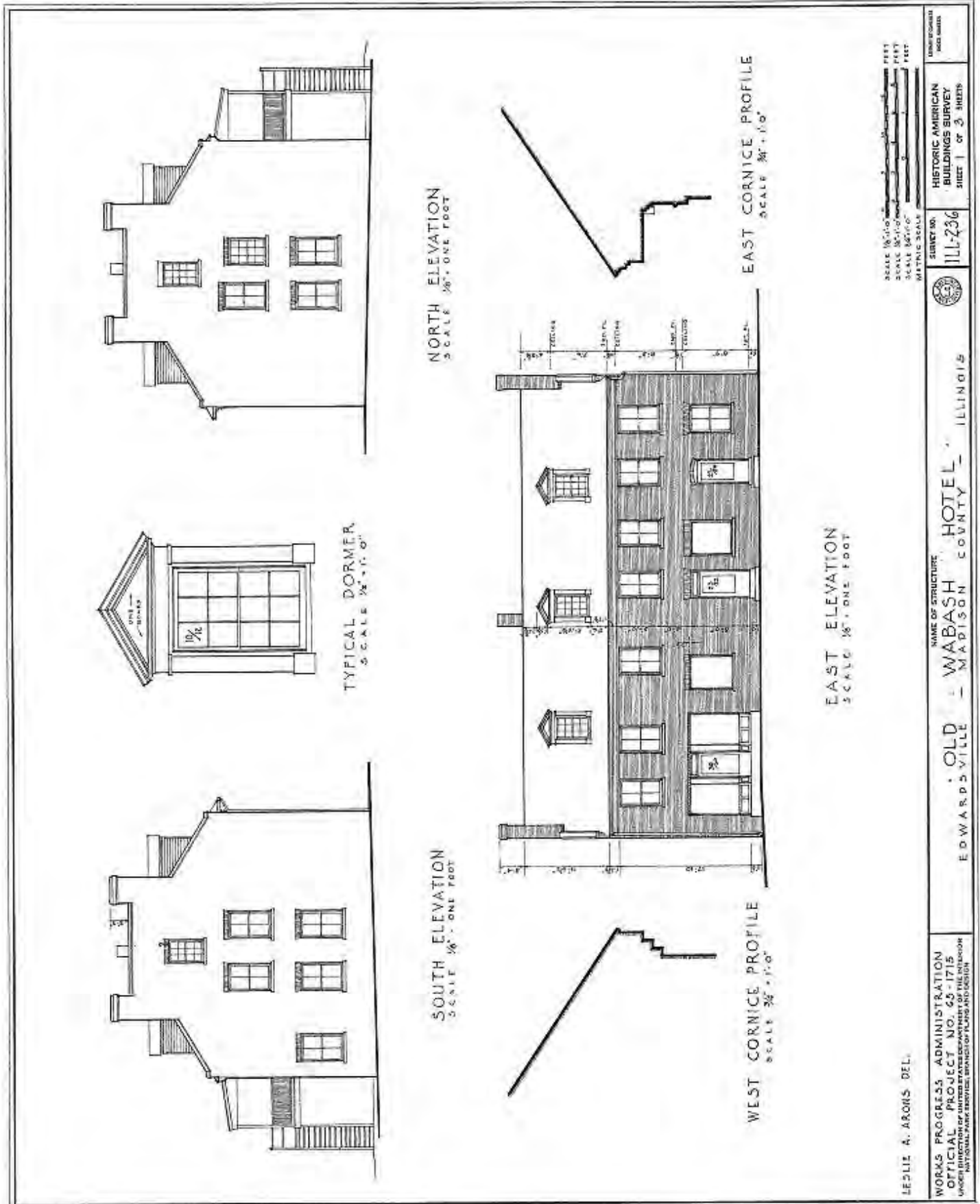
Top Left: Photo Credit: Historic American Buildings Survey, C. & Lincoln, A. (1933) *Old Wabash Hotel, Main & Union Streets, Edwardsville, Madison County, IL*. Madison County Edwardsville Illinois, 1933. Documentation Compiled After. [Photograph] Retrieved from the Library of Congress, <https://www.loc.gov/item/i10164/>.



- A. Metal seam roofing
- B. Gutter and downspout
- C. Utility line junction
- D. Clapboard siding on dormers
- E. Dentil moulding
- F. Trim on dormer gable
- G. Open window
- H. Flashing
- I. 6/6 double-hung windows on dormers



- J. Window screen
- K. Closed storefront with white-washed windows
- L. Step
- M. Segmented and uneven curb
- N. Concrete coated wall (side walls are exposed brick)
- O. 2/2 Double-hung window
- P. Painted window signs
- Q. Mailbox
- R. Lost license plate and weeds
- S. Post
- T. Three-point guy wire supporting signs
- U. Electric wiring for Highland Beer sign
- V. Screen door
- W. Various signs
- X. Concrete sidewalk does not go all the way to the curb plus weeds growing along edge of sidewalk



SCALE 1/8" = 1'-0"
 SCALE 1/4" = 2'-0"
 SCALE 1/2" = 4'-0"
 SCALE 1" = 8'-0"
 GRAPHIC SCALE

LESLIE A. ARONS DEL.

WORKS PROGRESS ADMINISTRATION
 OFFICIAL PROJECT NO. 65-1715
 UNDER DIRECTION OF UNITED STATES DEPARTMENT OF THE INTERIOR
 NATIONAL PARK SERVICE, BRANCH OF PLANS AND DESIGN

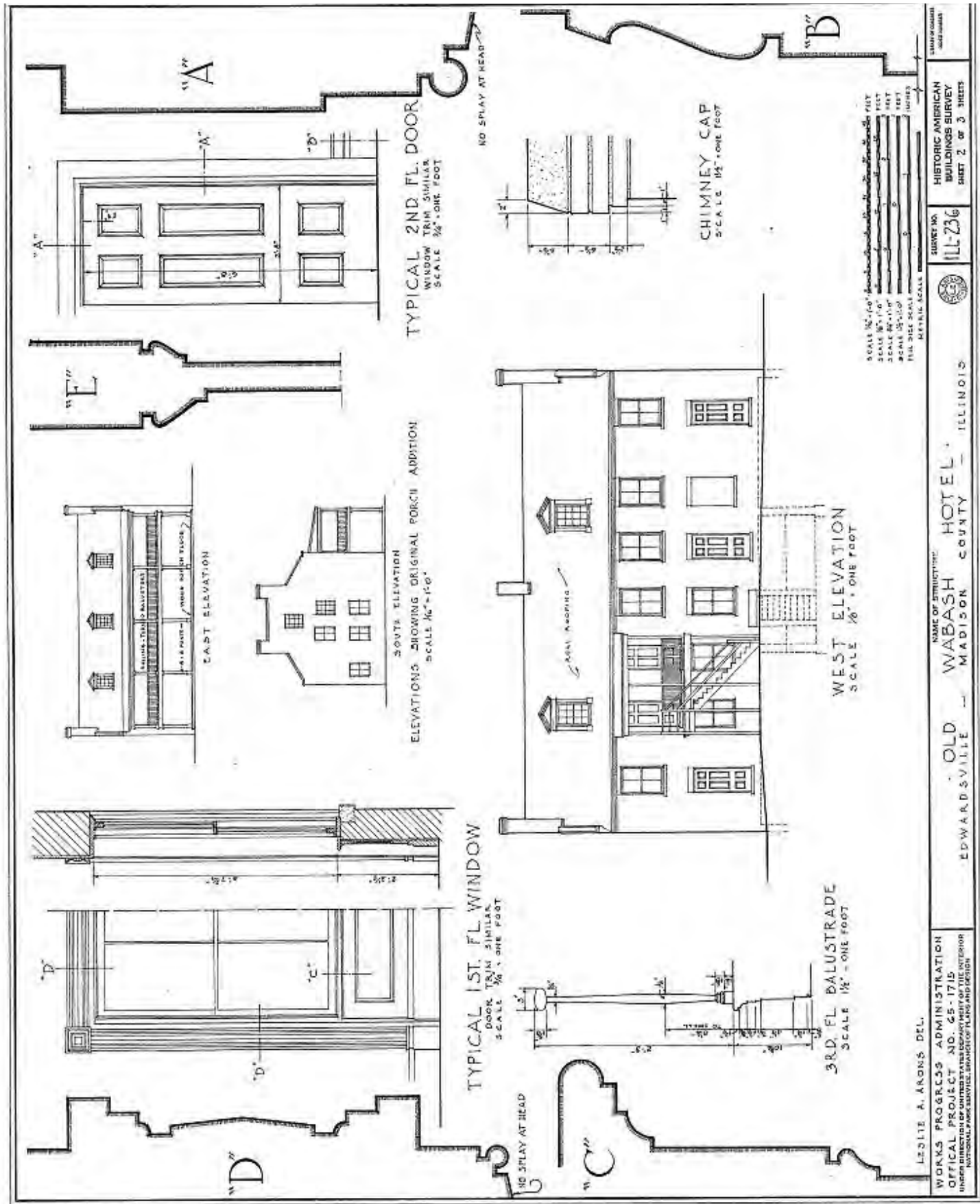
SURVEY NO.
 ILL-236

HISTORIC AMERICAN BUILDINGS SURVEY
 SHEET 1 OF 3 SHEETS

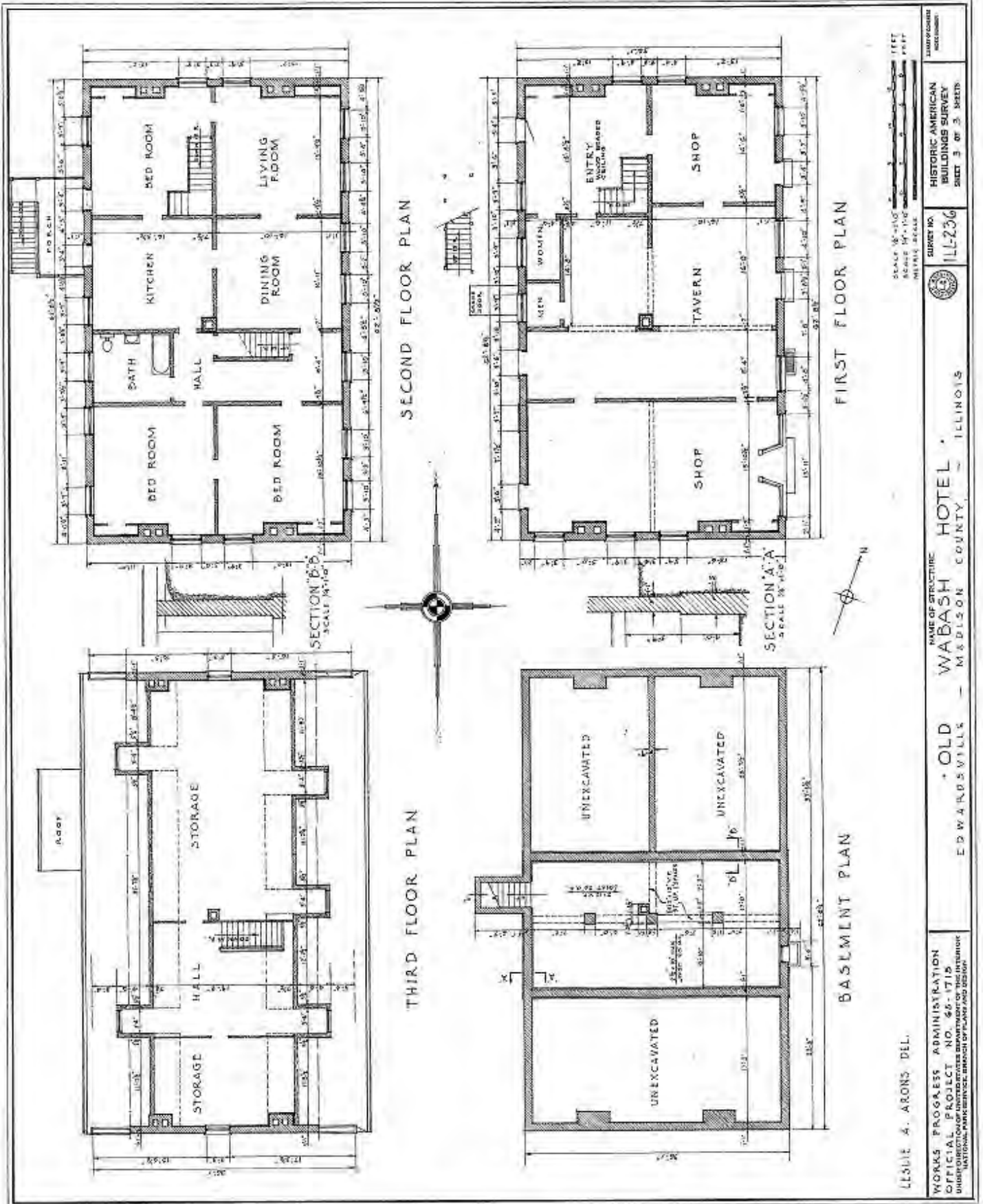
NAME OF STRUCTURE
 WABASH HOTEL

EDWARDSVILLE - MADISON COUNTY - ILLINOIS

Drawings Credit: Historic American Buildings Survey, C. & Lincoln, A. (1933) *Old Wabash Hotel, Main & Union Streets, Edwardsville, Madison County, IL*. Madison County Edwardsville Illinois, 1933. Documentation Compiled After. [Photograph] Retrieved from the Library of Congress, <https://www.loc.gov/item/il0164/>.



Drawings Credit: Historic American Buildings Survey, C. & Lincoln, A. (1933) *Old Wabash Hotel, Main & Union Streets, Edwardsville, Madison County, IL*. Madison County Edwardsville Illinois, 1933. Documentation Compiled After. [Photograph] Retrieved from the Library of Congress, <https://www.loc.gov/item/il0164/>.



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Editor's Observations: All We Need is Just a Little Patience

By Jeff Cooper, Clerk and RPO Editor, Gateway Division

This fall I took a vacation to several National Parks including Glacier, Grand Tetons, and Yellowstone as an anniversary celebration. As with anywhere I go, I like to people-watch. What struck me the most is what appears to be an increase in people being impatient. Now, I must admit, that simple people-watching is not a scientific or statistical study, just simple observation. We were in some of the most beautiful landscapes in the country, and I couldn't help but feel that many were in a hurry to get from one point to another and their patience along the way was lacking.

As I sat back and observed other travelers, here is what I saw:

- The number of drivers zipping past me at 10 to 15 mph over the speed limit inside the national park was impressive. I thought to myself, here we are in some of the most beautiful places on earth and it seems to some people think it is a race to get to from one end to the other as fast as they possibly can. That's too bad. It occurs to me that is one way to miss out on much of nature's splendor.
- When we were waiting for Old Faithful to erupt at Yellowstone, the fine folks at the park issued an estimated eruption time of 11:17 a.m. We were there soaking in nature and waiting for the big event. The time came and went with no erupting geyser. The number of people who were watching their watch and disguising their impatience with sarcasm was actually humorous. Geysers don't operate on a stopwatch. Finally, after a few minutes past the estimated eruption time, the crowds were treated to Old Faithful's spectacle. Rather than being impatient for the event, I marveled that it occurred so close to the projected time. After the eruption was over, the crowd made a mad dash back to the parking lot. As I watched, outgoing traffic backed up and drivers were rolling through stop signs and trying not to have to stop for people in crosswalks (but they did). One family was so anxious to get moving they forgot to close the back hatch on their SUV. Off they went as their luggage sat precariously on the back edge of their SUV. As Yellowstone is a busy place, there was now a competition for the emptying parking spaces. We waited for the crowd to disperse and made our way back to our car. I had a prime parking spot, but several drivers were not patient enough for me to get situated and backed out of my space and opted to keep circling. It's too bad. They lost out on a prime spot and a short walk.
- We went to eat breakfast a popular local eatery in Jackson, WY. When we arrived, there were several people waiting for tables and the host noted it would be about a 15-minute wait. That sounded very reasonable for such a busy restaurant. Another couple immediately behind us received the same message. They opted not to wait 15 minutes and decided to leave for another diner to see if they could get in quicker during the prime breakfast hours. I thought to myself "by the time they get to their car and drive down the street through traffic and stoplights, they would have had a table here." As it turns out, our wait was, in fact, 15 minutes like the host said. It's too bad. The other couple likely spent more than 15 minutes to get to another diner and wait for a table there.
- As we were walking back to our car at another popular location at Yellowstone, there was a line of traffic waiting for parking spots to open up. It appears that a driver was taking too long to back out of a parking place. The driver who was waiting laid on his horn. I don't think that helped much other than to disturb everyone else. It's too bad. Several people likely became upset and over what? Someone taking just a little too long to back out of a parking space.

These are just a few of the examples that I observed where it appeared that impatience is getting more prevalent. As I have a curious mind, I wondered, is society as a whole getting more impatient? So, I do what I usually do when something like that pops in my head and I searched the internet. I got 13,600,000 results in .69 seconds. Hmm. I wonder what took so long? At any rate, after reading through several studies conducted over the past 5 to 7 years, it does appear that, yes,

we are getting more impatient. Most reports blamed it on technology. With the advent of e-mail, i-phones, texting, instant messaging, streaming, downloading, online shopping, online videos, and online everything, technology is part of our daily lives and it just keeps getting faster and faster. In a February 22, 2021 article, Forbes.com labeled this phenomenon as a "culture of immediacy." In my opinion, I don't blame technology. Technology is a tool, no more, no less. It is up to us how we treat and handle technology. It is up to us to decide how to act and behave. We have to find a way for us to control technology and not let technology control us. Yes, we get used to the instantaneous nature of our technological lives. No, it doesn't mean that it is OK to barrel through everything in life at break-neck speed and then get upset when it doesn't work out.

One thing is certain, though, and that is being impatient did not solve any of my modeling problems. It just made them worse.

Now you've read this far and you are sitting there wondering what does this have to do with model railroading? Are you getting a little impatient for me to get the point? OK, I will move along. My point is that my worst modeling mistakes were made because I was impatient. I didn't wait for the glue to cure. I didn't wait for the paint to cure. I didn't take the time to sand the joints properly for a snug fit. I got in a hurry with the glue and got a drop on the side of the freight car kit. I cut the styrene too quickly and cut it the wrong size or the blade jumped the cut line and I marred the surface or the window opening was the wrong size (OK, you get my point with the styrene examples... boy I must get really impatient when I'm cutting styrene). If I would have just displayed a little more patience in those instances, the end result would have been better or I wouldn't have had to re-do my work. If I can display more patience, my modeling will most certainly improve. Why do I get impatient? Sometimes I am just in the wrong mood (which never bodes well for my modeling). Sometimes I am

anxious to see the final finished product. Sometimes I get frustrated because things are not going exactly how I think they should. One thing is certain, though, and that is being impatient did not solve any of my modeling problems. It just made them worse.

We are getting hit with instant everything and overloads of information at lightning speed right at our fingertips. It is easy to get used to that. Even though we get conditioned to that, not everything needs to be done in an instant. What I have to do every now and again is stop, step back, breathe, and assess what I'm doing and why I'm doing it. Model railroading for me is supposed to be relaxing and enjoyable. Sometimes I have to remind myself that I'm not in a race. I'm not competing with anyone. There is no prize for getting a structure done a few hours early. I just need to slow myself down sometimes and I will be more satisfied with the results of my modeling efforts. If I get that building done tomorrow rather than today, what does it hurt? For some that may feel like they will never get their layout finished. For me, a nice layout is my end goal, but the journey of building of the layout is most important to me. For you, it may be that the finished layout is the only goal and the journey is irritating. That's OK, too. To each, their own. All of us should enjoy this hobby in our own way.

There are times when being impatient is necessary and beneficial. If there wasn't a certain level of impatience, changes to anything would possibly never get implemented. But there are many times when patience will serve you well. For me, one of those areas is in model railroading. So as we begin a new year, let's resolve to be a bit more patient (especially with ourselves). Your modeling, and your stress level, will most definitely improve.

"The key to everything is patience. You get the chicken by hatching the egg, not by smashing it."

Arnold Glasow, Businessman and Author

Meeting Minutes for October 17, 2022

Business Meeting

Superintendent Willie Richter called the meeting to order at 7:11 p.m.

Meeting Etiquette

Willie Richter welcomed in-person and Zoom attendees. Mr. Richter reminded all participants to silence their cell phones, speak one at a time, limit side conversations, and state their name when speaking. Zoom attendees were reminded to mute their lines. Finally, a reminder was given that business meeting will be recorded.

New Members/Visitors Recognition

Willie Richter asked if there were any new members or visitors attending the meeting. There was 1 non-division NMRA member attending and 2 division members who returned for the first time in a couple of years.

Minutes from the September 19, 2022 Meeting

Willie Richter presented the minutes from the September 19, 2022 meeting. *David Lowell moved and Dave Roeder seconded approval of the September 19, 2022 regular Division meeting minutes. The motion was carried by unanimous vote.*

Report on the October 10, 2022 Board Meeting

Willie Richter reported that the Board met on October 10, 2022 and discussed membership numbers, the financial report, elections for Superintendent and Paymaster, meeting locations, investing part of the treasury, virtual meeting equipment, the Saturday hand-on clinics, officer duties, fall swap meet, meeting etiquette, division documents, and opportunities for a layout build at Mark Twain Hobbies.

Membership Update

David Lowell reported that the Division has approximately 220 members and the Region has approximately 840 members according to the latest reports from the Region.

Financial Reports

Bill Levin presented the September 2022 financial statement. There were no expenses to report in September and three items of revenue. Dale DeWitt noted that the Nominations Committee will be turning in expenses totaling approximately \$20 for work related to mailing nomination letters to members who do not have e-mail addresses. *Walter Beckman moved and Charles Marshall seconded approval of the September 2022 financial report. The motion was carried by unanimous vote.*

AP Update

Dave Ackmann noted there are no Achievement Program updates to report this month.

Club Updates

Willie Richter reported that we added Club Updates as a regular agenda item so that members from clubs have a chance to provide information and updates related to their clubs and to also let Division members know that these clubs exist. Ricky Keil reported that Gateway Free-Mo is being reinvigorated and is looking for interested modelers who would like to build and participate with Free-Mo modules. Anyone interested can contact Jim Ables to get Mr. Keil's e-mail address.

Old Business

None

New Business

Superintendent and Paymaster Positions: Willie Richter reported that the nomination period has closed and there is one nominee for Superintendent (Jim Ables) and one nominee for Paymaster (Bill Levin). The Board, with a vote of 4 yeas, 0 nays, and 2 abstentions recommended that membership approve by acclamation the position of Superintendent for the next term of office be filled by Jim Ables and the position of Paymaster for the next term of office be filled by Bill Levin. *Mark Bauer moved and Dale DeWitt seconded that the position of Superintendent be filled for the next term of office by Jim Ables and the position of Paymaster be filled for the next term of office by Bill Levin. The motion was carried by unanimous vote.*

Purchase of Additional Virtual Meeting Equipment: Willie Richter reported that the Board recommended authorization to purchase equipment to be used for virtual meetings with a cost of approximately \$1,000. Charles Marshall inquired if \$1,000 was going to be enough to get everything needed. Jim Ables reported that \$1,000 is approximate but may need a little more. Dave Ackmann noted that there may be opportunities for funding through National. Mr. Ables replied that many Divisions do not have the resources to acquire these types of items and we don't want to take away funds from other divisions who do not have the same level of resources we have. Mr. Ables also noted that we have free software downloaded that will give us multiple camera control but it has to be tested prior to rollout at a meeting. Finally, Mr. Ables stated that we are working to get the virtual meetings right and we are learning lessons along the way. *Charles Marshall moved and Mark Bauer seconded that Board is authorized to purchase up to \$3,000 in equipment for virtual meetings. The motion was carried by unanimous vote.*

Illinois Meeting Locations: Willie Richter reported that we may have to find an alternate location for the Illinois meetings as the current location at the VFW now has a meeting on the same night as our regular meeting. Several members noted possible locations and Board members will check into their availability, cost, location, and ability to host a meeting such as ours. Suggested locations included several large churches in O'Fallon, the VFW in Belleville, the senior center in Millstadt, the VFW in Caseyville and the K of C Hall in Caseyville. Dave Ackmann asked if there was going to be a December meeting. Mr. Ables reported that there will be a December meeting but no banquet this year.

Saturday Chairperson Needed: Willie Richter reported that we need a chairperson for our Saturday hands-on events. He noted that we have tentatively identified the events will occur the second Saturday during the second month of each quarter (February, May, August, and November). Specific times and locations are being arranged. Tentative sessions include decaling, a make & take structure, backdrop painting, and layout operations. The Board is looking at ways to offset any costs through programs at National or Regional, as well as getting vendor discounts. For some sessions there may be a minimal cost sharing with the participants. Dave Ackmann asked if there are plans for AP judging at the Saturday events and that a 3 to 4 hour block of time will be needed. Mr. Richter noted that while the Board has not specifically addressed judging in our planning discussions, but we will certainly open the event room for judging and that we will need a team of judges to handle the task.

Discuss Member Interest in a Modular Layout: Willie Richter tabled discussion of this item as in-person attendees could not hear input from Zoom attendees (Jim Ables was having to relay all comments to the in-person group), but Mr. Richter asked for members to keep this in the back of their mind for discussion at a future meeting.

Upcoming Events

Willie Richter made the following general announcements of upcoming events:

- **October 29, 2022: Halloween Trains at the Library**, Grant's View Branch, 9700 Musick Avenue, St. Louis, MO; 9 a.m. to 3 p.m.
- **October 30 and December 4, 2022: Chicago Great Midwest Train Show**, DuPage County Fairgrounds, 2015 Manchester Road, Wheaton, IL; 9 a.m. to 3 p.m.; trainshow.com
- **November 12, 2022: Dupo Train Show**, American Legion Hall, 200 South 5th St., Dupo, IL; 9:30 a.m. to 2 p.m.
- **November 12 & 13, 2022: Trainfest 2022 Annual Model Railroad Show**, Exposition Center at Wisconsin State Fair Park, 8200 West Greenfield Avenue, West Allis, WI; 9 a.m. to 5 p.m.; train-fest.com
- **November 19, December 3, December 17, and December 31, 2022: Metro East Model Railroad, Holiday Open House**, 180 Summit Street, Glen Carbon, IL; 10 a.m. to 3 p.m.; trainweb.org/memrc
- **November 26 and 27, 2022: Great Train Show, Gateway Center**, One Gateway Drive, Collinsville, IL; 10 a.m. to 4 p.m.; trainshow.com
- **December 17, 2022: Christmas Trains at the Library**, Meramec Valley Branch, 1501 San Simeon Way, Fenton, MO; 9 a.m. to 3 p.m.
- **December 31, 2022: Sierra Nevada & Indian River Railway Open House**, at the home of Brian Post, 248 Pardella, St. Louis, Missouri 63125.

Other Discussion/Announcements

None

50/50 Drawing

Willie Richter won the 50/50 drawing and received \$13.

Presentation

Dave Roeder of the Gateway Division presented: *Planning for Operations*, a PowerPoint presentation that covers planning model railroad operations as well as benchwork, track work, paperwork, graphics, crew size, and hosting operations.

Next Meeting

Willie Richter announced the next meeting will be November 21, 2022. The in-person site will be at Trinity Lutheran Church, 14088 Clayton Road, Town and Country, MO and a Zoom link will be emailed to those members who cannot attend in person. The clinic/presentation will be conducted by Edward M. Koehler Jr. of the Sunrise Trail Division of the Northeastern Region and he will present: *D&RGW Narrow Gauge in the Twenty-First Century*. A combination of the "Narrow Gauge Rolling Stock of the D&RGW Since 1940"; "A Visit to the Durango and Silverton" (with partial music accompaniment) and "A Visit to the Cumbres and Toltec Scenic". This presentation is greater than its parts as it has a few images of the now gone San Luis and Rio Grande mixed train that connected with the Cumbres and Toltec once a week. The locomotive and passenger car used on that connecting train are quite interesting!

Adjourn

Willie Richter adjourned the meeting at 9:14 p.m.

Respectfully Submitted,
Jeff Cooper, Clerk, Gateway Division

Meeting Minutes for November 21, 2022

Business Meeting

Superintendent Willie Richter called the meeting to order at 7:07 p.m.

Meeting Etiquette

Willie Richter welcomed in-person and Zoom attendees. Mr. Richter reminded all participants to silence their cell phones, speak one at a time, limit side conversations, and state their name when speaking. Zoom attendees were reminded to mute their lines. Finally, a reminder was given that business meeting will be recorded.

New Members/Visitors Recognition

Willie Richter asked if there were any new members or visitors attending the meeting. There was 1 non-division NMRA member attending (Edward Koehler from the Sunrise Trail Division), 1 division member who returned for the first time in a couple of years (Roger Cady), and 1 NMRA member who recently relocated to St. Louis and is transferring to the Gateway Division (Ken Dickey).

Minutes from the October 17, 2022 Meeting

Willie Richter presented the minutes from the October 17, 2022 meeting. *Walter Beckman moved and Bill Levin seconded approval of the October 17, 2022 regular Division meeting minutes. The motion was carried by unanimous vote.*

Financial Reports

Bill Levin presented the October 2022 financial statement. Mr. Levin noted there were approximately \$900 in expenses related to the purchase of equipment that will be used for the virtual component of our meetings. Those expenditures were expected as they had been approved at a prior membership meeting. In addition, there were approximately \$17 in postage expenses. On the revenue side, there were \$100 in donations and \$11 in interest revenue. The cash balance stands at \$26,626.58 as of the end of October.

AP Update

Dave Ackmann presented Glenn Koproske with Achievement Program certificates for Chief Dispatcher and Author. The membership congratulated Mr. Koproske on his achievement. Mr. Ackmann updated the membership on the working group for the Structures achievement certificate. He noted that there are seven members participating and that others are welcome to join by contacting him at ackmanns@charter.net.

Club Updates

Glenn Koproske reported that at the annual meeting of the Mississippi Valley N Scalpers (MVNS) in November that he was re-elected as President. Mr. Koproske also noted that the club will be at the Great Train Show in Collinsville and the Fun Run at the Fenton, MO library.

50/50 Drawing

Jim Ables won the 50/50 drawing and received \$32.

Lifetime Achievement Award

Jim Ables announced that the Gateway Division was presenting its first Lifetime Achievement Award. The creation of the award was approved in 2021. Jim Ables and Willie Richter presented the first Lifetime Achievement Award to long time Division member and former Division officer Hank Kraichely. Mr. Ables further announced that the Lifetime Achievement Award is officially named the Henry "Hank" Kraichely Lifetime Achievement Award. The members congratulated Mr. Kraichely on this well-deserved honor.

Upcoming Events

Willie Richter made the following general announcements of upcoming events:

- **November 19, December 3, December 17, and December 31, 2022: Metro East Model Railroad, Holiday Open House**, 180 Summit Street, Glen Carbon, IL; 10 a.m. to 3 p.m.; trainweb.org/memrc
- **November 26 and 27, 2022: Great Train Show**, Gateway Center, One Gateway Drive, Collinsville, IL; 10 a.m. to 4 p.m.; trainshow.com
- **December 17, 2022: Christmas Trains at the Library**, Meramec Valley Branch, 1501 San Simeon Way, Fenton, MO; 9 a.m. to 3 p.m.
- **December 31, 2022: Sierra Nevada & Indian River Railway Open House**, at the home of Brian Post, 248 Pardella, St. Louis, Missouri 63125.

Other Discussion/Announcements

Willie Richter announced that the first hands-on clinic will be held in February 2023. David Lowell has agreed to chair the Saturday events and the first event will be a hands-on learning experience on how to apply decals. Additional information will be forthcoming. Mr. Richter also stated that it is expected that judging will occur at the Saturday events for those working on the Achievement Program.

Presentation

Edward M. Koehler Jr. of the Sunrise Trail Division of the Northeastern Region presented: D&RGW Narrow Gauge in the Twenty-First Century. A combination of the "Narrow Gauge Rolling Stock of the D&RGW Since 1940"; "A Visit to the Durango and Silverton" (with partial music accompaniment) and "A Visit to the Cumbres and Toltec Scenic". This presentation was greater than its parts as it had a few images of the now gone San Luis and Rio Grande mixed train that connected with the Cumbres and Toltec once a week.

Next Meeting

Willie Richter announced the next meeting will be December 19th in-person at the VFW in O'Fallon, Illinois and also accessible via Zoom (link will be sent by e-mail). The December presentation will be by David Lowell of the Gateway Division and he will present: Scratchbuilding Avenue Tower. This is a combination of the history of interlocking towers in general, the history of this tower, and then how David scratchbuilt it.

Adjourn

Willie Richter adjourned the meeting at 8:19 p.m.

Respectfully Submitted,
Jeff Cooper, Clerk, Gateway Division



Amtrak's Train 390, *Saluki*, is being prepared for its 7:30 a.m. morning run from Carbondale to Chicago Union Station. The photo, taken on October 4, 2022, shows the sun rising over Siemens Charger #4612 and the 7 Superliner cars that are getting ready for their 310-mile journey.

Photo credit: Jeff Cooper

Meeting Minutes for December 19, 2022

Business Meeting

Superintendent Willie Richter called the meeting to order at 7:14 p.m.

Meeting Etiquette

Willie Richter welcomed in-person and Zoom attendees. Mr. Richter reminded all participants to silence their cell phones, speak one at a time, limit side conversations, and state their name when speaking. Zoom attendees were reminded to mute their lines. Finally, a reminder was given that business meeting will be recorded.

New Members/Visitors Recognition

Willie Richter asked if there were any new members or visitors attending the meeting. There was 1 non-division NMRA member attending (Edward Koehler from the Sunrise Trail Division), 1 division member who is new to the Illinois meeting (Pete Olson), and 1 division member who returned to in-person meetings (Bob Gibson).

Minutes from the November 21, 2022 Meeting

Willie Richter presented the minutes from the November 21, 2022 meeting. *Jeff Cooper moved and Glenn Koproske seconded approval of the November 21, 2022 regular Division meeting minutes with the correction to the spelling of Glenn Koproske's name. The motion was carried by unanimous vote.*

Financial Reports

Bill Levin presented the November 2022 financial statement. Mr. Levin noted there were approximately \$800 in expenses related to the purchase of equipment that will be used for the virtual component of our meetings. Those expenditures were expected as they had been approved at a prior membership meeting. In addition, there was \$100 in space rental costs for the meetings. On the revenue side, there were \$85 in donations and \$12 in interest revenue. The cash balance stands at \$25,804.28 as of the end of November.

AP Update

Dave Ackmann indicated there were no Achievement Program updates this month.

Club Updates

Mark Bauer reported that the Metro East Model Railroad Club in Glen Carbon, Illinois will be hosting an open house on December 31, 2022 from 10 a.m. to 3 p.m.

Carl Wessel reported the Mexico Train Works Model Railroad Club is still in their building, although the building is still for sale. There have been security improvements to the facility but the heat is off at the moment. As such, operations will resume at the end of February.

Upcoming Events

Willie Richter made the following general announcements of upcoming events:

December 31, 2022: Metro East Model Railroad, Holiday Open House, 180 Summit Street, Glen Carbon, IL; 10 a.m. to 3 p.m.; trainweb.org/memrc

December 31, 2022: Sierra Nevada & Indian River Railway Open House, at the home of Brian Post, 248 Pardella, St. Louis, Missouri 63125.

January 7, 2023: TrainFair: Presented by the St. Charles Model Railroad Club, St. Charles West High School, 3601 Droste Road, St. Charles, MO; 10 a.m. to 3 p.m.; stcharlesrailroadclub.org

January 28-29, 2023: Great Train Show, St. Charles Convention Center, 1 Convention Center Plaza, St. Charles, MO; 10 a.m. to 4 p.m.; trainshow.com

Other Discussion/Announcements

Dave Ackmann displayed a device he has been working on to represent fire with smoke created with LEDs and water vapor. Mr. Ackmann also reported that he is working on a new presentation that he will be presenting at the NMRA National Convention in Dallas in 2023 on the subject of "Fire in Model Railroading." Edward Koehler indicated that he has a presentation regarding fire fighting for model railroads if anyone the Division is interested.

Dan Knipp inquired if the Division will be represented at any of the upcoming train shows. Jim Ables reported that he is working on arrangements for the St. Charles show.

Jim Ables announced that this meeting is the last for Willie Richter as Superintendent. Mr. Ables thanked Mr. Richter for his service to the Division during the tumultuous times encountered during the pandemic. Edward Koehler requested that minutes reflect the sincere appreciation of the membership for Mr. Richter volunteering his time to be the Division Superintendent.

50/50 Drawing

Walter Beckman won the 50/50 drawing and received \$22.

Presentation

David Lowell of the Gateway Division presented: Scratchbuilding Avenue Tower. This was a combination of the history of interlocking towers in general, the history of this tower, and how David scratchbuilt it. Mr. Lowell also displayed and discussed other scratchbuilt models, techniques, and materials.

Next Meeting

Willie Richter announced the next meeting will be January 16th in-person at Trinity Lutheran Church, 14088 Clayton Road Town and Country, MO and also accessible via Zoom (link will be sent by e-mail). The January presentation will be by Ricky Keil of the Gateway Division and he will present: Introduction to Free-Mo. Ricky will provide insight into Free-Mo modular railroading including the standards, benefits and limitations, organization, and examples of modules and layouts over the years.

Adjourn

Willie Richter adjourned the meeting at 8:20 p.m.

Respectfully Submitted,
Jeff Cooper, Clerk, Gateway Division



This is the former Rock Island depot in Fairbury, Nebraska. According to www.fairbury.com, this depot is one of two remaining brick Rock Island depots in Nebraska and is largest still in existence between Chicago and Denver. Of the 36 depots built by the Rock Island in Nebraska, the Fairbury depot is the only one that has been restored to its historical integrity. Fairbury's depot once housed Rock Island's Western Division Headquarters. Now it is a museum that displays artifacts and memorabilia donated by former railroad employees and their families and also houses a large model train display. Photo credit: Jeff Cooper



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Editor: Jeff Cooper

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rpoeditor@outlook.com

Hard copy submissions can be mailed to:

**Jeff Cooper
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Spring: April 1
Summer: July 1
Fall: October 1
Winter: January 1

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Clinics

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Contests

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Fall Meet

Walter Beckman

IT

Willie Richter

Layout Tours

Dave Roeder

Membership

Bill Linson

Operations

Greg Gramlich

Publicity

Jimmy Ables

Webmaster

Richard Schumaker



Help Wanted

Would you consider helping out the Division? Do you want to get your feet wet in Division activities but don't know where to start? The Gateway Division has openings for the Membership Chair and Publicity Chair positions. It is a great way to connect with other modelers who share the same passion for the hobby and helps out both the Division and the officers who cannot do everything without the help of others. If you are interested or want to learn more to see if it is something you would consider doing, contact Jimmy Ables at jim.d.ables@gmail.com for more information.

Club Directory



Mississippi Valley N Scale Scalers

The **Mississippi Valley N Scale Scalers** LLC model railroad club was founded in April of 1990. It is the oldest exclusive

N scale club in the St. Louis Metro area. The club owns both fixed and modular (NTRAK and T-TRAK) layouts. Their members come from both sides of the Mississippi river. They share a common love of model railroading and a sincere interest in sharing their knowledge and expertise with fellow members. If you would like to join, you can attend a meeting or visit <http://mvns.railfan.net/> for more information.



The **Big Bend Railroad Club** is a 2-Rail O Scale model railroad club that started in 1938 and is located at the Frisco depot at 8833 Big Bend Boulevard in Webster Groves, MO. The club

operates for the public on the first Tuesday of the month (Except holidays) from 7:00 PM until around 8:30 PM, with extra nights in December, and other days for special occasions. They meet each Tuesday at the station. The public is welcome to drop by on any Tuesday evening and have a look around, but be aware that there may not be any activity on the layout other than the ongoing repair work. For more information, visit <http://www.bigbendrrclub.org>



The Mudhens are a club promoting narrow gauge railroading modeled in HO scale. They are dedicated to high quality modeling, improving skills,

and enhancing others enjoyment of model railroading. New members and visitors are always welcome. A featured sectional group of tables exists in St. Louis, MO and consists of an eight-table loop plus one table for connecting a branch line. Other fine modular and sectional groups exist in Arizona, Illinois, Texas, and Colorado. If you are interested in learning more about The Mudhens or becoming a member, visit <https://www.themudhens.org/>



Do you like to operate, collect, or just want to learn more about Lionel and other types of O-Gauge Model Trains? The **Lionel Railroad Club of St. Louis** may be the club for you! The Club has two portable layouts that they display at various

venues throughout the year. As a member you can work on and operate your trains on any of these layouts. Membership benefits also include access to train related DVDs, books, and magazines, programs on railroads of today and yesterday, and exclusive club products such as die cast vehicles, shirts, hats, mugs, and Club Lionel Licensed Cars. For more information visit <http://www.lionelrrclubstl.com/>



Gateway Free-Mo is a group of model railroaders in the Midwest centered around the St. Louis, MO area (100-200 mile radius). The group consists of

model railroaders that are interested in prototypical modeling using the Free-Mo modular concept to build, assemble, and operate a model railroad. Midwest railroad prototypes, such as MP, RI SLSF, Wabash, C&NW, L&N, and GM&O, as well as the modern empires such as NS, UP, and BNSF are emphasized and Midwest scenes are featured on the layout. The group has a Facebook Group called Gateway Free-Mo. For more information, contact Ricky Keil at 314-591-0152, message through the Facebook Group or e-mail rkeil6721@hotmail.com



The **St. Louis Live Steamers** is an organization interested in the construction of large scale model railroads, in steam railroad history and operations, and in steam technology generally. The SLLS seeks to share these interests with

the general public and provide opportunities in the community for everyone to learn about steam railroad history and technology. Their trains are 1/8 scale, also known as 1.5 inches to the foot. The rails are spaced 7.5 inches apart and a section of the railroad has an additional rail spacing of 4.75 inches to accommodate one-inch scale equipment. For more information visit <http://www.stlouislivesteamers.org/>

Club Directory



The purpose of the **St. Charles Model Railroad Club** is to enjoy the hobby of Model Railroading in a group setting and promoting the hobby to the general public. It is their goal to enhance the enjoyment of the hobby for the members through the discussion of history and current events in the hobby, through the study of prototype railroads so that the members may apply that knowledge to their modeling, and to provide a forum where new ideas and techniques in modeling may be explored. The current club layout is the traditional permanent type. For more information visit <https://www.stcharlesrailroadclub.org/>.



The **Metro East Model Railroad Club** is located in Glen Carbon, IL. The HO scale layout is 18'6" wide by 27'6" long and has roughly 1000' of track on several levels. It includes a freight yard, a passenger yard, and a staging yard. The upper level features a depiction of the Glen Carbon area in the 1940's. The lower levels feature the club's fictitious 'Glen Carbon Central' Railroad, a large steel mill, and a coal mine. The club holds regular business meetings in the Glen Carbon Library on the first Thursday of each month at 6:30 p.m. In addition, work/play sessions are held every non-1st Thursday at 6:30 p.m. For more information visit <http://www.trainweb.org/memrc/>.



The **Gateway Garden Railroad Club** continues to grow and includes the entire St. Louis area. There are even several out-of-town members. The club participates in many shows and special events each year. Also, the club currently maintains the

Large Scale Railroad that is suspended from the ceiling in the crossover from the garage entrance to Children's Hospital on Kingshighway in St. Louis. All big train enthusiasts are encouraged to join: Collectors, rivet counters, garden railroaders, indoor railroaders, live steamers, etc. We are an equal opportunity club; just bring your love of big trains. For more information visit <http://ggrrc.com/>.



The **Jefferson County and Southern Model Railroad Club** is an HO scale model railroad club that models the Bonne Terre Railroad (Missouri-Illinois/Missouri Pacific). The club's display layout is a 14-by-44-foot section of a larger layout. It features a dual main line and Jefferson County and Ozark-type scenery. They typically have monthly meetings on the second Tuesday of each month. Modelers interested in joining may become provisional members for a year and then may be promoted to club member. For more information, check out the club Facebook page. Those interested in joining can send an email to Bob Miller at bobnjoanstlmo@gmail.com.

K-10's Model Trains Maryville, Illinois

K-10's Model Trains is a hobby shop with a 60' x 81' layout

attached to the shop. The purpose of the layout is to demonstrate new products and techniques. The layout room includes a dispatcher and observation platform that is handicapped accessible. The layout includes three major railroads (ATSF, UP & SP) that all interchange with each other, two short lines, and five major industries. Adult train running will start at 7 p.m. every Thursday night with the third Thursday night being "OPS" night. Saturday adult volunteer train running will start about 1 p.m. 2023 Sunday Kids Train Running is TBA depending on better local Covid and Flu conditions. For more information visit <https://www.k-10smodeltrains.com/>

Don't see your club listed? Send us your club information to rpoeditor@outlook.com and we will include it in the next issue!