

# RPO

Fall 1996: Volume 4, Number 3

The *RPO* is the official publication of the Gateway Division of the Mid-Continent Region (MCoR) of the National Model Railroad Association (NMRA)

**Editor:**

Venita Lake

**Cover Photographer:**

Richard Schumacher

**Electronic Imaging:**

Richard Schumacher

**This Issue's Contributors:**

Robert Amsler Jr.

Brad Joseph

Richard Lake

Curt Regensburger

Richard Schumacher

Tom Troughton

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Advertising of interest to our membership is accepted for publication in the *RPO*. Contact the Editor or Treasurer for current rates and artwork size information. Please send submissions, suggestions, letters, and address corrections to:

The Editor, *RPO*  
Gateway Division NMRA  
5851 Waterman Boulevard  
St. Louis MO 63112-1515

Articles may be submitted in any format (handwritten, typed or plain unformatted text on disk - either 3.5" or 5.25"), photo submissions are currently limited to 35mm slides or 35mm negatives (color or B&W).

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

I would like to take this opportunity to thank everyone for their hard work, which made the October 13 event a success. A special thank you to Brad Joseph for his extra effort on the model contest. This is the type of "group effort" we can be proud of and I hope this kind of cooperation among members will continue in the future. I think the MOT was pleased too!

I also want to thank the "crew" who volunteered to man the recruiting booth at the GATS show in November. Because we have an ever increasing list of volunteers who are willing to work the membership booth, we are able to spread the word about the division, region and the NMRA which will benefit the division, not only in memberships, but also assist us in getting the word out about the national convention in 2001, and at the same time set in place the frame work for a successful convention.

The semi-annual directors meeting will be held in January. For those of you who don't know, Richard Schumacher is our division director and will be attending. If there is anything you want him to address at the meeting, please call him and relay your comments or concerns.

I want to mention the *RPO*, and the regional publication the *Caboose Kibitzer*. First I want to say thanks to both editors for a job well done. Venita Lake, *RPO* editor, and Richard Schumacher, *Caboose Kibitzer* editor, both from our division by the way, work very hard to give the members a publication which appeals to the diverse group of modelers in the region and division and at the same time try to keep you up to date on local and regional activities, and a newsletter we can all be proud of!

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## Superintendent's Report

by John Winter

Let's face it, the magazines are only as good as the articles in them. I'm making a dignified request, oh hell, I'm begging, **PLEASE** submit articles, club news, modeling tips and feature articles to the editors for publication. Let's make their jobs easier by giving them enough material so they can build a reserve to draw from, that will enable them to produce the magazines in a more timely manner.

A couple of reminders; KC national convention would like the Gateway Division to participate in their effort to build the largest modular railroad on record. I think we should build a couple of modules, sponsored by the division, to be raffled off at their convention. The revenue from this effort could go to our own 2001 convention fund.

I'm looking for someone to handle the scheduling of clinicians for our division meetings. If you are interested, please let me know.

Till next time, John, SPF

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### On the Cover

The Gateway Central III drew lots of attention at the Family Festival at the National Museum of Transport in October. The winners of the drawing, Joshua Serota and his dad Harvey, were present — and very excited — when their names were called.



The project layout went directly from the Museum to Joshua's new railroad room (through a window to get there!).

Thanks to TJ Agne and Dan Osborn for chairing the 1996 project railroad and everyone who sold tickets.

The back cover features the modular switching layout built by Jim Scott and the St. Louis HO Gaugers which was operating at the Family Festival at the National Museum of Transport. The functional track design and careful placement of various DPM structures and modular components gives the feel of a downtown switching area.

Photos by Richard Schumacher.

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### Gateway Division Mission Statement

To promote the hobby of model railroading to the member and the non-member alike; to represent the member's interest, and insure that each member receives full value from membership at the local, regional and national level; and to provide education for the member and to the general public regarding the hobby of model railroading.

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## Division Call Board

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2001 National Convention

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Co-Chair John Hardy (314) 677-8270

Co-Chair Randy Meyer (314) 579-0933

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## Constitutional Amendments Proposed

The 1996 Nominating Committee, Tillo Ange, Gary Gross, and John Hardy, has proposed two amendments to the Gateway Division Constitution. These will be discussed and voted on at the Division meeting on January 20, 1997. All members who wish to participate in the discussion or vote should plan to attend the meeting.

### Proposed changes:

Amendment Number 1 (A change to Article VII, Section III) The first paragraph to read as follows:

*The terms of office of all elected officials shall be set at two years. There would be a staggered two year rotation. The Region Director, Assistant Superintendent, and Secretary are to be elected together and the Superintendent and the Treasurer are to be elected together.*

The rotation would become effective with the election of officers for 1998 (Ballot of December 1997). The Region Director, Assistant Superintendent, and Secretary would be elected for a two-year term with the Superintendent and Treasurer being elected for a one-year term. The Election Committee offers as the reason for this change, "It would provide a more orderly change of command, more continuity, transfer of information, and more participation by Gateway Division Members."

Amendment Number 2 (Adding a new Article VII, Section VII

*No elected or appointed official shall be allowed to chair a Division committee in addition to his/her elected/appointed responsibilities, except for assignment by the Division Superintendent to the annual Gateway Division Train Show, the Mid-Continent Region Convention, and/or the NMRA National Convention.*

The Election Committee offers as the reason for this change, "It would promote more participation by Gateway Division Members."

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## Where's The Meeting?

Meetings in odd numbered months (Jan., March, May, July, Sept., and Nov.) are held at the National Museum of Transportation on Barrett Station Road in West St. Louis County. Meetings in even numbered months (the other ones) are held in Illinois.

Division meetings are the third Monday of each month with the clinic portion starting at 7:00 pm. The business meeting follows the clinic after a short break.

December 16	Airbrushing technique
January 20	Scenery basics
February xx	surprise clinician
March xx	Hands-on tree making (no business meeting)
April xx	volunteer now!

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## Model Trains and Christmas Go Together

*by Venita Lake*

Do you and your family do anything special at Christmas time that is related to model trains? Many modelers have fond memories of getting their first train set as a Christmas gift. In fact, the Land's End catalog has had two articles this past year on trains at Christmas time and gave away a model train set as a prize for the most interesting Christmas memory, which was also about trains. Garrison Keillor's piece on "The Dangers of Christmas" lists "the danger of wanting something too

much and therefore making it impossible." He says, "I, for example, would love very much to receive a particular Christmas present that I can't reveal because it's too dumb. I remind myself every year not to want it too much, but I do, and I never get it. A man my age can't simply walk into a store and buy a *model train set* for himself, people would talk and one day he'd come home to find an attorney in the living room, who would tell him that his financial affairs will hereafter be managed by his nephew Vince.

"I keep saying to myself, 'I honestly don't care if I get it this year or not,' but that's not the truth, and I know it."

Now, we can all take this as a warning, especially if we have a nephew named Vince. Or we can tell Mr. Keillor that he really is allowed to be his own Santa, if by any chance this really broad hint is not picked up by any of his friends or relatives, in which case I believe he should be given an honorary membership in the NMRA, just for promoting the hobby.

Back to what you do. Please send me photos or tell me what you do that is special. I'm always looking for something or someone else to write about.

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## 1996 Fall Festival Gateway Division Model Contest

*by Brad Joseph*

After this past summer's successful MCoR convention in Collinsville and given the dissolution of our partnership with Mississippi Valley N-Scalers, the time had come for a low profile fall contest geared toward participation mainly by our Gateway

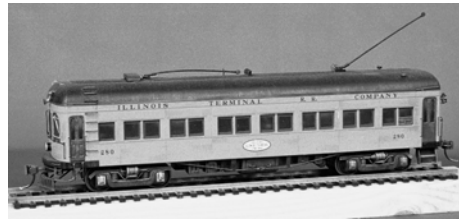


Division members. This contest was held in cooperation with the National Museum of Transport as a feature of the Fall Family Festival. Technically it had to be open to the public; however, I actively “demarketed” the contest for the benefit of our members. The results were excellent!

The weather was spectacular but not too conducive to sitting inside at the Museum’s Auto Display building. A better location would have been between the tracks west of Galesburg waiting for GN (excuse me BNSF) GE’s. Despite the fact it was *perfect* railfanning weather I chose to ignore the Iowa Interstate and check in 79 entries.

We had good competition in most categories with entries in all but Black and White Model Photo and Youth. The latter was disappointing because of a special Youth Award donated by Floquil. As is traditional at Division level contests, the judging was by popular vote and many of the families attending the festival took the voting very seriously. It was fantastic exposure for our members and their fine work. My thanks to all who participated.

The special awards instituted last year were judged and awarded by “Celebrity Judges.” We even had a new award presented this year. It was the inaugural “William F. Schumacher Spirit of Model Railroading Award” named in honor of Richard’s late father. The award was presented to Ralph Miller for his spectacular Illinois Terminal Interurban — scratch built, of course! The work put into this model is representative of the dedication to the hobby the new award signifies.



The “Marvin’s Camera Award for Excellence in Railroad Photography” was presented to Kevin Hampton for his photo of a Conrail — excuse me, CSX — train at the “Summit of the Alleghenies” Sand Patch tunnel. Conrail — CSX — I can’t recall who is buying whom.



John B. Lee took home the “Gateway Western Modern Railroading Award” for his BN SD60M. This year’s Gateway Western Award was selected by Museum of Transport employees and they made a fine choice!



The "WHGK Model Architecture Award" was graciously judged and presented by Mr. Gene Houseman and his wife. The winner was no surprise. Don Taschner took it home for the second year in a row with a Fine Scale Engine House, representative of Don's fine work.



As became practice last year we had special "participation awards" which were drawn at random from entries in each category. There were some fine prizes given out just for entering and I want to thank Brass Car Sides, Marvin's Camera, Red Board Hobbies, Chicago Model Supply, and Floquil in particular for their generous support of our contest. Please patronize these fine businesses.

Good work, good models, good fun. Be sure that you all join us for the next Gateway Division contest coming soon to a venue near you! By the way, after directly or indirectly running six contests I have hung up my entry forms clipboard and hereby pass it off

to Kevin Hampton for the near future. I want to personally thank you all for supporting my efforts on a divisional and regional level.

Gregor Moe's fine caboos model was awarded "Best in Show."



#### Model Photo - Color

- 1st Gregor Moe
- 2nd Gregor Moe
- 3rd Kevin Hampton

#### Model Slides

- 1st Bob Amsler
- 2nd Bob Amsler
- 3rd tie: Bob Amsler  
Kevin Hampton

#### Prototype - B&W

- 1st Gregor Moe

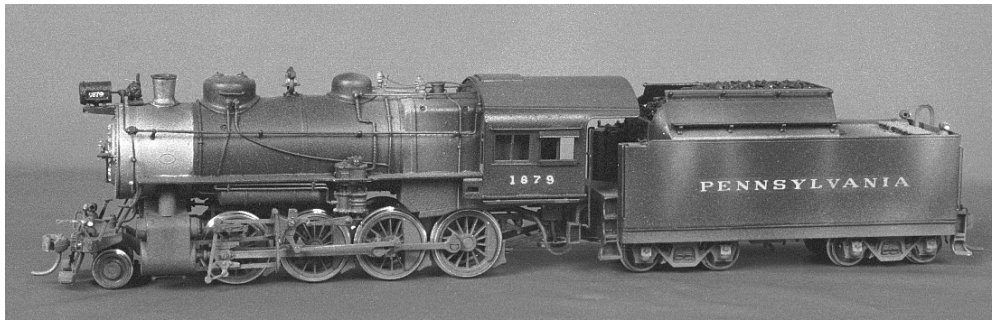
#### Prototype - Color

- 1st Venita Lake
- 2nd Chris Oestreich
- 3rd Gregor Moe

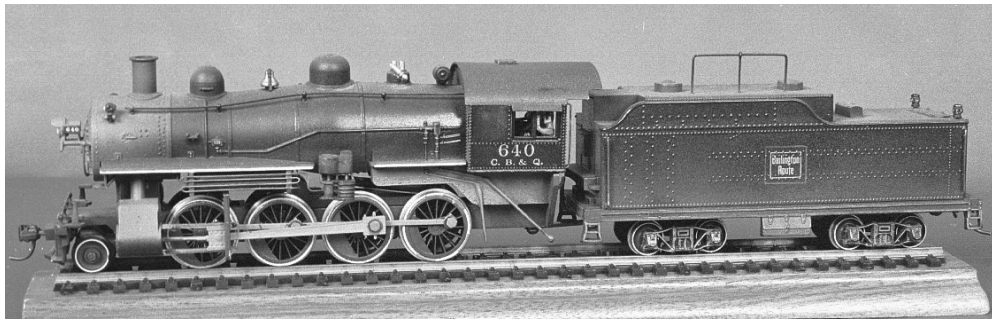
#### Prototype Slides

- 1st Richard Schumacher
- 2nd Richard Schumacher
- 3rd Richard Schumacher

Steam Locomotives, 1st place, John Winter



Steam Locomotives, 2nd place, Ralph Miller

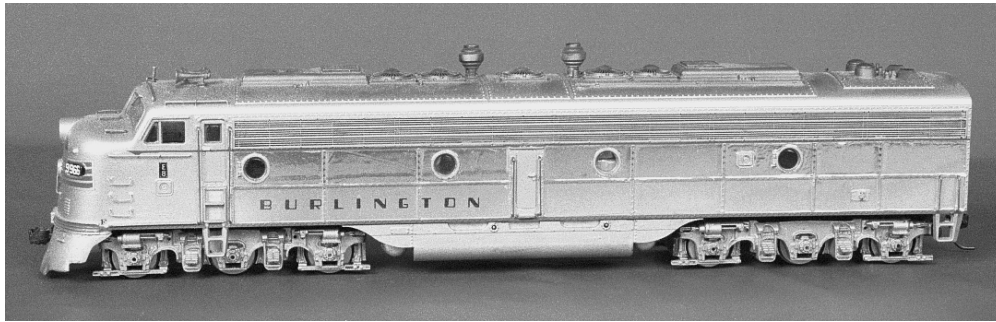


Steam Locomotives, 3rd place, Don Taschner



*photos by Richard Schumacher*

Diesels, 1st and 2nd generation, 1st place, John B. Lee



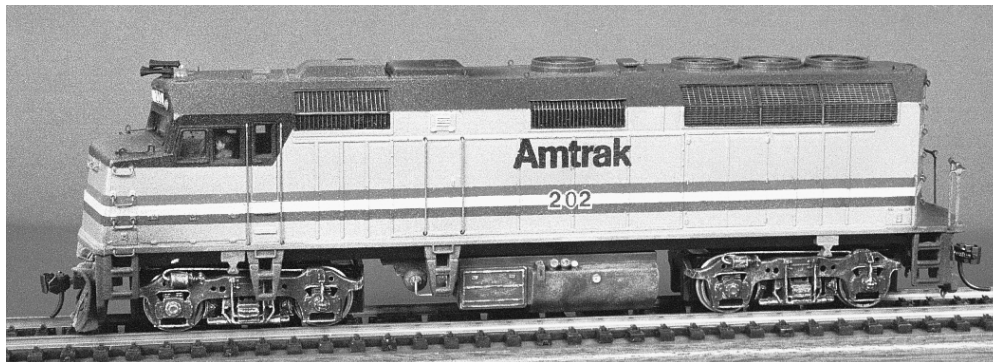
Diesels, 1st and 2nd generation, 2nd place, Dan Osborn



Diesels, 1st and 2nd generation, 3rd place, Ralph Miller



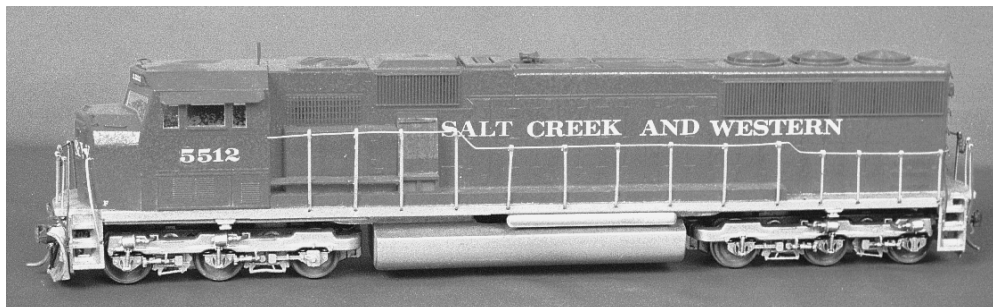
Diesels, 3rd and 4th generation, 1st place, Ralph Miller



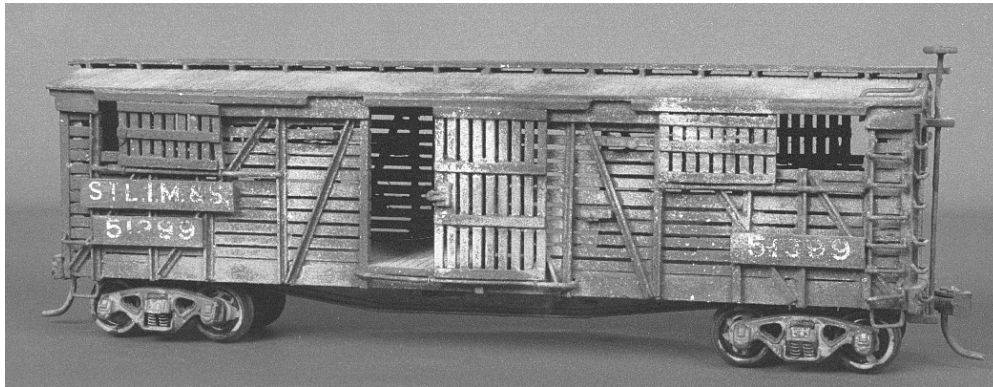
Diesels, 3rd and 4th generation, 2nd place, John B. Lee



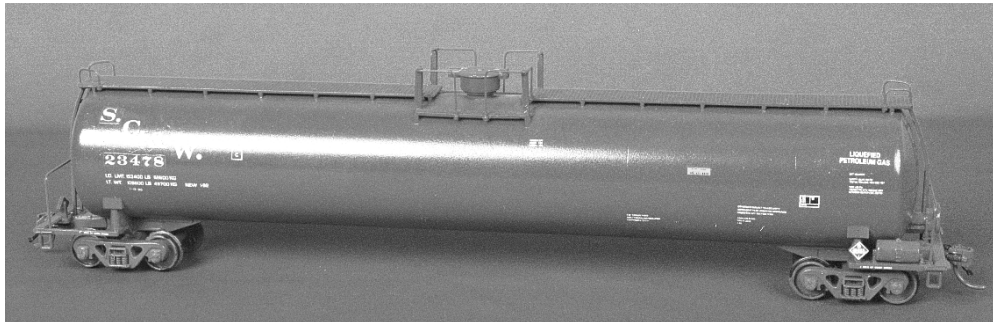
Diesels, 3rd and 4th generation, 3rd place, Gregor Moe



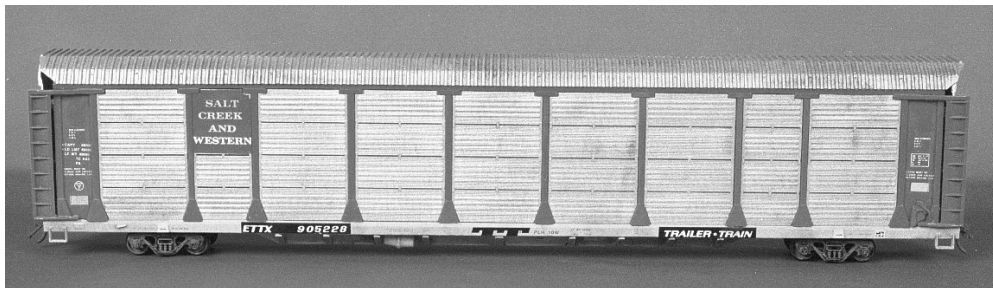
Freight Cars, 1st place, Don Taschner



Freight Cars, 2nd place, Gregor Moe



Freight Cars, 3rd place, Gregor Moe

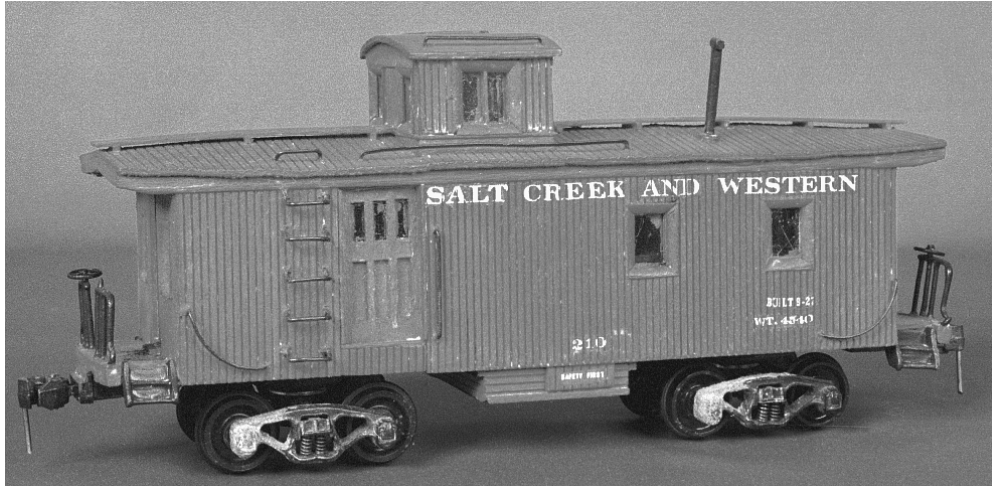




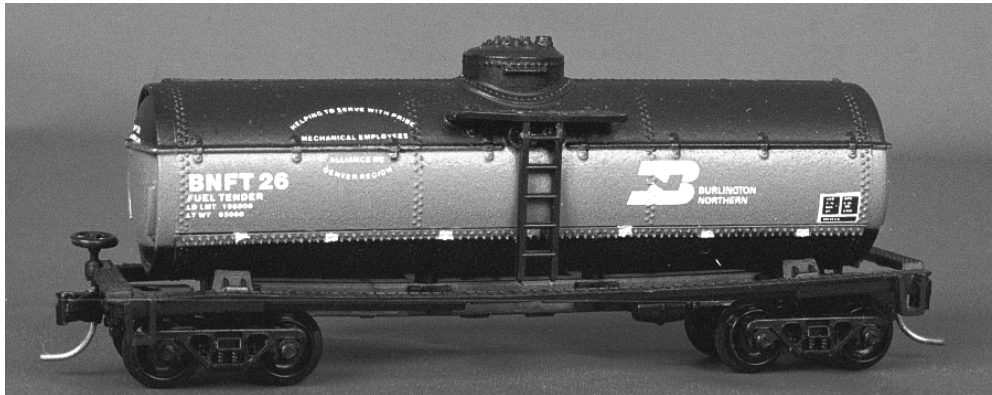
Passenger Cars, 1st and 2nd place, Don Taschner



Caboose, 1st place, Gregor Moe



Maintenance of Way, 1st place, John B. Lee



Favorite Train, 1st place, Don Taschner



Favorite Train, 2nd place, Kevin Hampton



Favorite Train, 3rd place, T. J. Agne





Structures, 1st place, Don Taschner



Structures, 2nd place, Don Taschner



Dioramas, 1st place, Gregor Moe



Dioramas, 3rd place, Gregor Moe



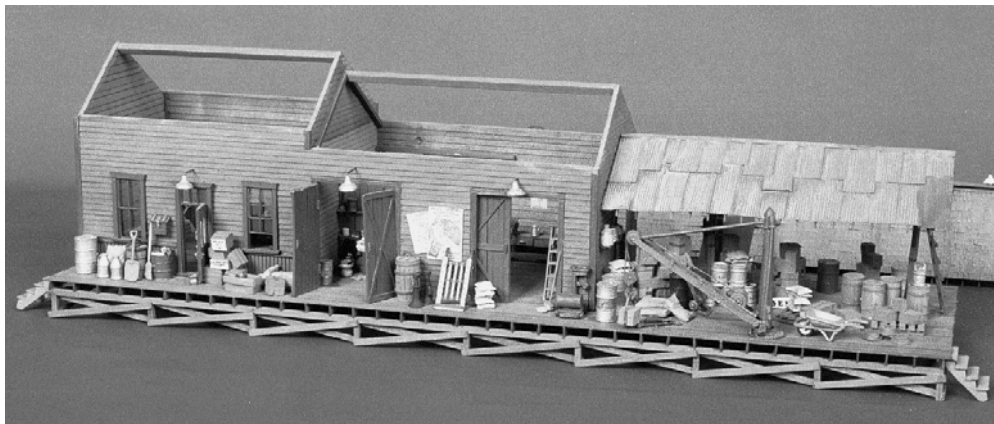
Traction, 1st place, Ralph Miller



Dioramas, 2nd place, Gregor Moe



Structures, 3rd place, Don Taschner



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## Railroading on the Highway

by Curt J. Regensberger

What are you talking about? No, not that kind of highway, the information highway. If you explore the Internet, there are boxcars full of information which pertain to railroading. For example, if you type in:

<http://www.atlasrr.com/atlasrr/other.resources.html>

you can find an index of all the hobby shops, railfan clubs, manufacturers and publications with web sites. If you type:

<http://www.he.tdl.com/~colemanc/interchg.html>

you can find an index of all of the railroad headquarters, scenic lines, historical societies and historic equipment web sites on the Internet, plus pictures and a whole lot more.

The Internet also has railroad news groups (*alt.railroad.rec.models.railroad*) where you can ask questions and others will post answers. You can also review others' questions and give them answers if you are knowledgeable about their question.

If you subscribe to a service like America On-Line, when you register they ask for your hobbies and interests. AOL allows you to search all their members by hobby. For instance, if you search their membership directory for those with an interest in trains, all of their members who stated trains as their hobby will come up. This is a way to make railroad friends all over the country by e-mail.

If you have any questions or comments you can contact me at **mrtrain23.@worldnet.att.net**.

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## Dispatcher's Desk

by Bob Amsler

You know, sometimes the hardest thing to do is what is normal, expected, and, routine. However, this is what we should strive for when we operate our railroads. The prototype railroads do the same thing day after day and for most of the railroaders the job can seem the same. Occasionally something will be amiss or an extra train will arrive which will throw the yard and mainline crews into a fit.

The same applies to model railroad operations. What we should strive to model in our operations is the normal, the predictable. It is hard enough for us to get this correct. No matter what it is that you are modeling, whether it is the mainline or the shortline, this is what we should see when we operate.

First, you should research the railroad that you are modeling. If you are freelancing, look to the prototype that is similar to your model empire. That railroad will serve as a good indication of what should be happening on your layout. For instance, I know that the Missouri Pacific's oil and chemical traffic expanded exponentially during World War II, the period that I model. Due to fear of German submarines sinking the merchant marine off the American coasts, more and more of the oil and chemical traffic was moved by rail from the Texas area north to St. Louis. The Missouri Pacific ran a number of these trains to the refineries and manufacturing plants around St. Louis and other points north and east. Trains also moved toward Texas and other southern states filled with young recruits for basic training. Trains full of war equipment moved across the rails

headed for ports and destinations across the ocean to be used to win the war against the Axis. This may seem like an enormous amount of traffic to move along the mains from Texas to St. Louis, but this is not all that moved on these rails. Even with the increased war traffic, the MoPac still moved its normal traffic and passenger trains. Food and clothing still had to be moved to feed the people on the homefront as well as the soldiers. It was a real challenge for the MoPac and other railroads to handle this large volume, yet this was done every day.

Modeling this will be quite a challenge. I hope to have a helper district controlled by a tower to get trains over a steep grade on my layout. Getting all of this traffic over the grade will be quite difficult for the tower operator and helper crews, not to mention the other train crews.

A timetable will govern train schedules. However, extras should be expected. It is normal for a general freight train to travel between St. Louis and Kansas City every day. This train would not normally be scheduled but run as an extra. All of these trains will provide enough entertainment to keep my train crews busy when they operate on my layout.

During some of these operating sessions with my friends I will have an occasional special train or problem which will make the session even more interesting. But these things did not happen that often on the prototype. They happened just enough to keep life on the railroad memorable. It should be that way on our layouts too. It is hard enough to follow an operating schedule perfectly

without adding a special train or operating problem each session.

On the prototype, a train may be delayed when an engine fails and the other diesels in the lashup are left to get the train to the yard. They may be able to do it but it will take some extra time. Likewise, when the fast clock is marking the time, problems can happen when there is a short circuit or that grain hopper hits the ground.

This kind of problem can last long enough to block up the main line for the trains which are behind or opposing the troublemaker.

When forming an operating schedule, research what the prototype did and try to emulate it on your layout. This can be enough fun. Occasionally throw in the special train or operating problem to keep your crew on their toes. It is fun to watch others try to cope with the unexpected. But remember, the unexpected does not happen everyday--just once in a while.

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

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## Working on the Railroad

*by Venita Lake*

“Work is of two kinds: first, altering the position of matter at or near the earth’s surface relative to other matter; second, telling other people to do so.”

This quote from Bertrand Russell has long been a favorite of mine, especially the part about telling other people to move it. And when you think about it in relation to railroading and model railroading, it’s very apt.

As we approach the new year and the traditional time to make new resolutions, I’d like to share a few of

mine and suggest a few for my fellow modelers. Actually this idea should be credited to Larry Stoll and Bob Turek of the Quincy Society of Model Engineers who recommended a similar list of club goals last year in their newsletter. But since I've spent a large part of the weekend looking for my copy of their newsletter without succeeding, I guess my first resolution should be to get my papers organized and throw out more stuff. We've tossed an estimated 60 pounds of catalogs into the recycling bin, first cutting out those little "bulk rate" squares to send off to daughter Melissa in Washington, DC, where students at her school are trying to collect a million (to see what a million of something looks like) before the end of the school year.

It follows that "get a life" should be next on my list. By that I mean, allow more time for modeling or otherwise relaxing with the hobby and less fretting about what I'm not getting done. Rick and I have finally, I think, gotten the basement prepped to start building benchwork before long. That has meant electrical work, trenching the foundation to stop dampness problems, and installation of glass block windows. This was another instance where work was telling someone else to do it, except for that even tougher job of moving the pen across the surface of the check and spelling out those big numbers.

I also have a lot of kits to build, stacks of modeling magazines to read, and have recently had the opportunity to run some trains, which was lots of fun.

Of course, there is maintenance of what is already done, and that goes not only for our old house, but for models built long ago. Whether it's

structures, cars, or trackwork and scenery, time has to be taken to dust off, reglue, adjust, and touch up the completed model.

Also allow some time to plan ahead for the future. I'll be working on publicity and public relations for the NMRA National Convention here in 2001 and we are already trying to promote the *Eagle Club*, to develop logos and the look for our printed materials and goodies, and to develop other promotional ideas.

You can probably help in this area. We would like to get as much exposure to Gateway area modelers and layouts as possible before the convention. Convention goers are always eager to visit the layouts they have read about in the national magazines. Please let me know the status of your layout or modeling skills. Do you have a magazine article in the works, or at least in mind? Is your layout complete enough to feature or report about? Do you have a modeling technique that would provide an article? Not everything has to be at the level of cover story, but we would like to have exposure and to "mention the Convention" whenever possible. The Publicity Committee will assist you in whatever ways possible, including writing, photography, recommendations on possible magazines, or tossing around ideas. We have talked to the editors of several of the major magazines already, so this is a change to get published or to have your work shown, even if you feel that you can't write. And of course, if you can write, it will provide points toward that Author Achievement Certificate.

So, that's another item on the list. What Achievement Certificates are

you going to work on in the coming year? The Silver Spike Award is one that many of our current members have probably earned, but not received - simply because they haven't done the paperwork. (There we are back to **paper** again!)

Speaking of paper, please complete the data sheet enclosed with this issue and return it to me by January 1 so that we can have the most up-to-date information in the 1997 Membership Directory. Please check the current directory listing to see if it is accurate and let me know if the information should stand as printed or if you have anything to add or change. This is one of the best ways we have of becoming acquainted with more modelers in the Division.

And finally, remember to help others with the hobby and to thank those who have assisted you. The NMRA exists as an educational and service organization. Use its services and remember to contribute to its mission by serving others as well. Share what you know and let others know what you need help with.

I would like to give my thanks to everyone for your support during the past year. I look forward to hearing from each of you soon. Happy New Year. Now, move it!

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HO HO HO  
O, G, Now It's TT<sub>ime</sub> . . . .

### Santa Suggests

**Lionel** and the other elves and I have been very busy this year expanding the layout at the North Pole. (What did you think I did during the months after Christmas, sleep and eat?) As I have been working I have discovered

a number of items that I thought you might want to add to your Christmas list for your own layouts. You might even want to leave this article open in a prominent location in your home so that others in your family might get some ideas about what they could ask me to bring in my visit to your house.

The first suggestion from Santa would be those adjustable clamps called **Quick Grip**. As of December 5, Builder's Square has a 2-pack set of the 6" clamps for about \$20. Having done a fair amount of shopping, Santa knows this is a pretty good price for a tool that has all kinds of layout uses. (It is also pretty handy for other projects as well.) Another item that fits into this house and layout tool category is a battery operated flexible light. This is usually called a **Snakelight**. Santa hasn't shopped for one of these lately but it should be in the \$20 to \$30 range. This is really handy for working in those dark corners under the layout or throwing light on the wiring panel when trying to fix that #@\$%#@ short.

Tools aren't the only things a layout needs. **InterMountain** has just introduced 33" metal wheelsets. A 12 axle pack retails for \$7.95. In the January '97 *Model Railroader* (page 64) **Long's** is offering these for about a dollar less than retail. That is a pretty good price but unless the order is for more than just wheelsets, the shipping charges don't offer any break. (More on some items that might make an order from Long's worthwhile a little later.) How about an item for the stocking (hung by the mantel with care)? Santa has just about used up the **glue sticks** for his mini glue gun putting new scenery on the layout addition. Small tubes of

super glue, Elmer's and epoxy also fit nicely into a stocking.

For those who are in the mood to be extravagant, **Walthers** has just announced a new "mega-kit." Starting in January, and at the rate of one kit per month, your layout can have a **sawmill-paper mill complex**. There is a real price break if you order the entire complex now. In fact, the elves have contacted **Red Board Hobbies** in Belleville, Illinois, to place an order for the North Pole layout.

Back to a mail order possibilities from **Long's** in California. **Walthers** has introduced a number of new kits which won't hurt the wallet like the sawmill complex. There is a new feed mill, Glacier Gravel, and Clarksville Depot if the layout is hungry for some new structures that will add to the operations potential. If structures aren't the need, take a look at the kit for the **Jordan Spreader**. The feed mill, depot and spreader are each under \$20. Glacier Gravel is a little more. Need some more power on the layout? Long's also is advertising the Spectrum gas-electric **doodlebug** from Bachmann — and one unit is painted Pullman green with *no lettering*. That is just perfect for the freelanced, private road layout. Just add lettering and roll it out.

Santa has not had an opportunity to try any of these, so please remember, Santa is not endorsing any of these products and I can't promise that any of them will appear under your tree or in your stocking. Merry Christmas to all and to all "Happy Railroading!"

**Z Z Z Z Z z z z z**

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## Oh, No! Not Another Module Article

*text and photos by Tom Troughton*

For me, the hardest part of this article was making an effort to sit in front of the blank computer screen and starting. Venita Lake had been gently nudging me to write it ever since we met during the layout tours associated with the 1995 Gateway Division fall meet. Venita, her husband Richard, Bob Amsler, Steve Rosnick, Richard Schumacher and myself were riding together visiting the St. Louis layouts when I mentioned some of the techniques our club used when it made its new HO modular layout. She suggested I write it up for publication in the *RPO*. Two years later, here it is.

I belong to the Capital City Model Railroaders, a group of modelers in Jefferson City that's been in existence for more than twenty years. Prior to our modular efforts, the group was an informal gathering of individuals who met each Monday night at the home of D.L. Eichelberger, a long time NMRA member, MCoR Director and organizer of the group. "Eich" is gone now, but the group remains.

We decided to construct a modular layout in the late '70s when module type layouts were just beginning to hit the scene. Our standards were loosely based on the "N-Track" theme, but enlarged for HO.

We use two by four foot modules with a three track main line with 4½" setbacks from each end. Legs were 2"x2" boards cut from 2"x4"s. Six-pin Jones Cinch connectors joined the under table wiring busses and a section of nine inch snap track was



dropped into place between each module.

It was a pretty common arrangement, and the group displayed the setup at various meets and events around the Mid-Missouri area. We did, however, have a few problems. The 2"x2" legs were never straight and the 9" sections of track never seemed to fit. They were always too long or too short. Each time we set up we were cutting new sections of flex track.



*Completed module*

Around the mid to late '80s we retired the modules. The club's railroading efforts didn't stop however. We continued to meet Monday evenings in Round-Robin style in each other's homes and work on the host's layout, talk trains or watch railroad videos.

About three years ago, we decided to once again build a modular layout system. The mistakes of the past were reviewed and a new set of construction standards proposed. The new modules would be 30" deep by four feet long. Rails would run to the end of each module and be protected by end boards.



*Ends of tracks running to edge of module with boards fastened to end of module to protect ends of tracks*

Our mainline would consist of two tracks, on 2½" centers with a #6 turnout being the minimum allowed from the main line. The legs would be 1½" PVC pipe with 3/8" carriage bolts for height adjustment in their base.



*Adjustment carriage bolt in PVC end cap*

We ran six #16 multi-colored stranded wires below the tracks and connected them to 6-pin Cinch Jones connectors; male connectors on the right side and female sockets on the left. Four of the wires are used for train control while the other two are for future use, possibly phone communications.

We also included a 110 VAC circuit using #14 gauge flexible wire with a duplex receptacle on the left underside end and a grounded plug at the right. We checked each module

with a polarity tester to be sure the wiring was correct.

The basic modules were built from  $\frac{3}{4}$ " birch veneer plywood. We could have used a lesser quality wood, but the veneer plywood was straighter and easier to work with. The club met at my workshop for a couple of evenings in a row where we ripped the plywood sheets into properly sized components. The PVC pipe was cut to length, and with the help of drilling jigs, holes were drilled for mounting them to the modules.



*PVC leg attached with mounting hardware*

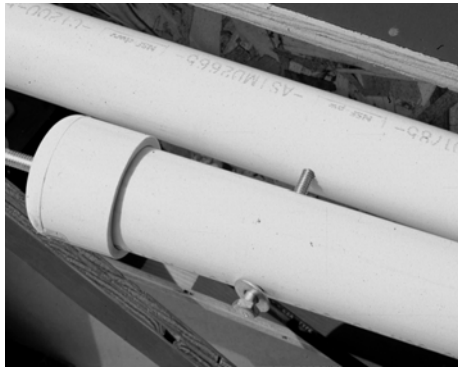
We made 10 inch long leg mounting extensions from the  $\frac{3}{4}$ " plywood to serve as swivel points for the PVC legs. These extensions allow us to set the modules on the ground without worrying about snagging the wiring on something. They also make it easier to grab onto the ends when carrying them to and from the display site.



*PVC leg in hinged position*

Quarter inch machine screws, washers, lock-nuts and wing-nuts secure the legs to the plywood extensions. Each leg pair is strengthened with a one inch wide piece of  $\frac{3}{4}$ " plywood attached diagonally, adding stability to the module. The plywood strips were attached with inch and a half machine screws. The nice thing about working with PVC pipe is it can easily be drilled and tapped to accept the bolts.

This hinged leg arrangement makes transporting the modules much easier than our previous units. We were always misplacing the legs or wondering how to keep them with their respective units. The legs never come off these new modules. We merely loosen the wing-nuts, remove the bolts and swing the legs into their closed position. Near a spot where the legs touch in this folded position, we drilled clearance holes in one leg and tapped the other to accept one of the machine bolts removed earlier. That way they're secured to one another.



*PVC legs connected for transport with machine screw*

The two diagonal running boards were also drilled with clearance holes, letting us fasten them together with one of the wing-nuts and bolts removed from one of the legs.



*Leg diagonal braces secured for transport*

To add strength, yet retain a light-weight module, we ran another piece of plywood lengthwise and attached a piece of 1/2" thick by 12" wide Blandex as the subroadbed. The front and end boards of the module frame were mitered so the subroadbed could be glued in place. When the roadbed was added, the track would be above the local terrain, creating a raised roadbed effect. In later modules, we replaced the Blandex with 1/2" thick by 12" wide Celotex house siding.

Homosote, 4' long and only as wide as the two track mainline was glued to

this subroadbed. To be sure the Homosote came exactly to the ends of the modules, we made a random crosscut in it on my bandsaw and slid the square ends out towards the edges. The gap made by the bandsaw was filled with Spackle or dry wall compound and was hidden by ballast and scenery. This allowed us to sand the Homosote until it was perfectly even with the ends of each module.

The rear portion of the modules were filled with a variety of materials. Some of the members used 2" expanded polystyrene, also known in the construction trade as "blueboard," available at your lumber yard. Others used ceiling tile, while a few members relied on 1/2" plywood.

Twenty gage, flexible wire feeders from the mainline wire busses were run to their respective rails, with every section of flex track receiving a set of feeders. The wires were soldered and secured to the underside of the modules with plastic wire holders. The connecting points were staggered to eliminate any possibility of electrical shorts. Insulating staples secured the wires to the module ends for safety.

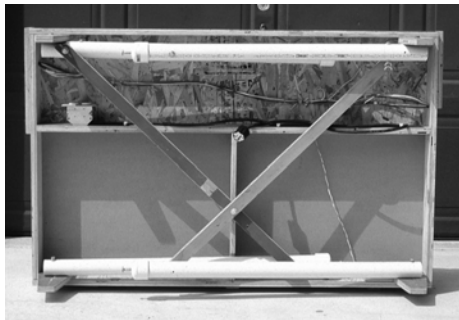
Several members created sections of



*Underside of module showing wires secured for safety purposes*

track controlled by on/off switches located on the back lower left end side of their module. We recently suggested that every member try to include controlled sections of track with switches located in the same general area on their modules so we could stop trains on either of the main lines on any module. That will give us more control and eliminate any guess work of the location of the on/off switches.

Our four corner units incorporate 27½" and 30" radius curves. They're large enough to operate Northern type brass locomotives without shorting out and long passenger cars look great rounding the outer curve. Also, engines or cars with large overhanging edges do not rub against one another.

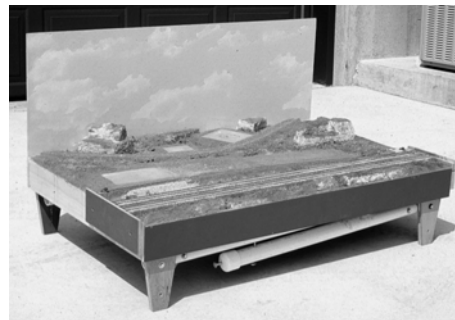


*Underside of module ready for transport*

Our current setup consists of 12 member-owned straight units and four Club-owned corner pieces. We also built two "bridge" units that are four feet long and only 1 foot deep. They allow us to fill in an odd space whenever we have an uneven number of normal sized modules. When we have an even number, we merely add the bridges to create a longer mainline.

Each module is equipped with a painted blue sky and cloud covered

Masonite backboard. It's attached with screws, "C" clamps or bolts, depending on the owners choice. Even the bridges have their own backdrops.



*Module resting on wooden legs, ready for transport*

The group recently completed an inner staging yard system that uses a six foot module with switches and crossings, allowing us to set up and remove new train consists outside of public view. It, of course, is offset by another six foot unit at the other end.

The total cost of a basic 30" x 4' module, including track, but not the switches or turnouts was \$43. We were able to buy our wire, mounting hardware and electrical connectors from large distributors who gave us quantity discounts.

The group is able to move into a show site and be set up and running in about an hour and a half. Everyone knows what needs to be done and the display just seems to fall together. After everything is running correctly, we hide the clutter that develops under the layout by wrapping the display with a light tan burlap material. We attach it into the edge grain of the plywood with push pins, leaving only the painted front edge of the modules showing.

We've had a lot of fun with the modular display. New members have been recruited from the viewers and the display gives all us a chance to visit with the public and tell them about the hobby. I hope some of the things we have done can be applied to your modular efforts because they sure have made our display efforts less stressful.

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## Division Meeting Minutes for 9/16/96

*Submitted by Richard Lake, Clerk*

Superintendent John Winter called the meeting to order at 7:10 p.m. Vance Lischer presented a clinic on cheap tricks and techniques for modeling open loads. Break at 7:40 p.m.

Business Meeting called to order at 8:00 p.m. Bob Amsler moved to approve the minutes from the August meeting. Richard Schumacher second. Approved.

**Treasurer's Report:** Ken Thompson reported that we began the month with a balance of \$6,028.79. After expenditures of \$150, the balance as of September 15, 1996, is \$5,991.89. Bob Amsler moved to accept the Treasurer's report. Richard Schumacher second. Approved.

Superintendent Winter appointed the **nominating committee** for the election of officers for 1997. They are John Hardy (Chair), Gary Gross, and T. J. Agne. The election committee was also appointed. They are Chris Thies (Chair), Dave Bartz, and John Schindler.

**Division Model Contest:** Ken Thompson reported for Hank Kraichely. The event is October 13 at the Museum of Transport and everyone is encouraged to bring an entry.

**Gateway Central III:** Dan Osborn reported that there is a very little work remaining to be completed. Everyone needs to sell tickets. Dan is going to be out of town on Oct. 13 so someone else will have to arrange transportation of the layout to the museum.

**Gateway Central IV:** Richard Schumacher has volunteered to chair the next project layout with T.J. Agne as co-chair. A locomotive for the layout is already available. He has selected a layout plan and will be scheduling work soon.

**Re-Rail:** Venita Lake reported that there are currently 55 division members with June '96 expirations who have not renewed. The division members agreed that the Clerk and the RPO Editor would send postcards reminding these members to renew.

**Bridging the Centuries:** Bob Amsler reported on the *Eagle Club*. \$125 membership limited to 201 members. Members will receive a special patch, pin, coffee mug, \$40 credit towards all tours and the opportunity to order a specially designed golf shirt. Also membership in the *Eagle Club* assures a low registration number which gives those members high priority when registering for tours.

Venita Lake reported the supply of Division **membership pins** was very low. Dan Osborn moved that the Division re-order a supply. John Hardy second. Approved. Richard Schumacher will place the order.

**GATS:** A sign up sheet was circulated for members willing to work at the GATS show in Collinsville on November 30 and December 1, 1996. The Nov. 30 times are filled, the morning slot for Dec. 1 is full, 2 or 3 members are needed for the 2 to 5 p.m. slot on Sunday, Dec. 1, 1996.

Superintendent Winter announced plans for a couple of **special activities**. He will be scheduling a tour of Micro Engineering's facility for a regular division meeting. In place of the regular business meeting the November meeting will be a Christmas party for members, spouses, family members, and significant others. He also suggested that the Division hold a true swap meet limited to division members with any member bringing no more than five items to swap.

**Club Reports:** Columbia Club's show is October 6, 1996, and flyers were distributed. St. Charles announced their next show will be on January 18, 1997. Also announced that this date is in direct competition with the GATS show on that weekend.

### **New Business**

John Hardy requested photos from the Regional Convention for the Division album. Anyone who has photos they are willing to donate to the cause should give them to him.

Decals for the 2001 special cars will be distributed at the next Division meeting. Everyone who ordered these should come prepared to pay.

On Nov. 2 the Ozark Mountain Division in Springfield, MO will be doing an old fashioned swap meet. Admission will be \$1 and tables will be \$2 per table.

T. J. Agne moved for adjournment. Meeting adjourned at 9:00 p.m.



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## Earn AP Author Points

Send your photos and articles to the Editor, Venita Lake, to be included in

future issues of the *RPO*. Material for the Winter 1997 issue should be submitted by January 20. Indication prior to that time of author's intent to submit material would be *greatly* appreciated by the Editor.

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## Shop Talk

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

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## Pat on the Back

Many thanks to **Jerry Clark** for arranging the wonderful location for

the "Christmas Kick-Off" Division meeting held at St. Clement's Health Care Center in Ligouri, MO in November. Thanks also to **Debbie Winter** and her family for providing

gifts and attendance prizes and to **Brad Joseph** for the slide program.

Congrats to **John Winter**, whose JDS&E will appear in *Model Railroader* magazine in March 1997. Remember you saw it in the *RPO* first!

In November, students, staff, and faculty at St. Louis Community College at Florissant Valley had a chance to learn a bit about model railroading from the library display (for national model railroading month) organized by **Richard Lake**.

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## Mini-Contests to Be Part of Monthly Meetings

It's short notice for the December Division meeting, but dig out something to bring as your entry in the newly planned mini-contest. Each month, the Division will hold a popular vote contest in a specified category. For December, the "theme" is the holiday season. Maybe what that Burlington Northern green engine needs is a trim of red to justify itself. Or perhaps you'd like to show us your holiday car or depot decorated with holly and lights. In January the category is freight cars. This is your chance to show off something you got for Christmas and your modeling skills. In February, bring a winter scene in any format you choose, a photo, diorama, structure, or whatever else your imagination and your ability to get it up the stairs at the Columbia Club will allow. March will feature small structures, but not necessarily in N or TT scale. And April begs for "Thumbs" entries, based on the cartoon character from the *NMRA Bulletin*, who never gets things quite right.

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## Directory Update

### **Welcome to new members:**

#### **Branch, Wally and Connie**

1427 Creech School Road  
Troy, MO 63379  
h (314) 528-5229

retired

HO: 1950-65; Beaver Falls Div, PRR  
Home layout, visitors by appointment  
180' mainline, bnch 99%, trk 95%,  
elec 75-85%, scn 60%; short mine &  
power house branches for loads in,  
empties out system

#### **Gerard, Jules (Camilla)**

1564 Yarmouth Point  
Chesterfield, MO 63017-5639  
h (314) 532-0650 w (314) 935-6427

Law professor

Hobbies: photography, gardening

Z: mid-20th century

Home layout "soon", bnch 100%,  
trk 95%, elec 50%

### **Directory changes:**

**Don Haeussermann's** new address is 265 Southern Oaks Drive, St. Charles, MO 63303.

**Brad Meers's** home phone number is (314) 947-9154, work number is (314) 982-1400, ext. 2817.

**Curt Regensberger's** zip code is now 62226. His address is the same.

**Robert Barnes** has moved from Arnold, MO, to 1923 Chattaroy Place, Sugar Land, TX 77478-2562.

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## Calendar of Events

Do you know of an event of interest to other Gateway Division members? Send the information to the editor so it can be listed here in future *RPOs*.

NMRA Divisions or St. Louis area clubs may have their event listed here by sending a

description of the event, in the format shown here, to the Editor.

Sundays, December 1 - January 5

**Open House at Sierra Central Model Railroad**, 1 - 6 pm,  
115 Elm Street, O'Fallon, IL

Mon, December 16, 1996

**Gateway Division Meeting**  
7 pm, Columbia Model RRers, IL  
Clinic: *John Lee and Dan Osborn*  
on water-based painting. Popular  
vote model contest on anything  
with a holiday theme.

Second Monday of each month

**2001 National Convention  
Planning Committee**, 7:30 pm  
Randy Meyer's home, 156 Ladue  
Oaks, Creve Coeur, MO  
(314) 579-0933. All volunteers  
are welcome. No meeting in Dec.

Sat and Sun, January 18-19, 1997

**Great American Train Show**  
(GATS) Division will have a table  
and (we hope) the 1997 project  
layout. Plan to come and help  
out! 11 am - 5 pm, America's  
Center, downtown St. Louis

Sat, January 18, 1997

**Trainfair 97**, St. Charles Model  
Railroad Club show and swap  
meet, 9 am - 4 pm, St. Charles  
Exhibition Center, I-70 and 5th  
Street, St. Charles, MO, \$3,  
children under 12 free with an  
adult. Contact Chris Lewis,  
(314) 298-8300, ext 59 days, or  
Jim Lynch, (314) 441-5477. Club  
layout is on display at Belz  
Factory Outlet Mall.

Mon, January 20, 1997

**Gateway Division Meeting**  
7 pm, Museum of Transport  
Mini-model contest: freight cars;  
Clinic on scenery on project layout

Sat, February 15, 1997

**Columbia Model Railroaders**  
spring show and meet 10 am -  
3 pm, Dupo High School,  
600 Admiral Trost Dr, Dupo, IL.  
\$3, children under 12 free.  
Information: (618) 281-6264 or  
(618) 281-5337.

Sun, February 16, 1997

**Peoria Trainfair**, Illinois Valley  
Railroad Club and River City  
Model Railroad Club displays and  
swap meet, 11 am - 3 pm, Illinois  
Central College, Peoria, IL. \$2,  
under 13 free with adult. Contact  
Bob Lehman, (309) 697-3012.  
Other 1997 dates: Apr 20,  
Sept 21, Nov 16.

Mon, February 17, 1997

**Gateway Division Meeting**  
7 pm, Columbia Model RRers, IL  
Mini-model contest: "winter scene"  
(photo, diorama, or structure)

Mon, March 17, 1997

**Gateway Division Meeting**  
7 pm, Museum of Transport  
Hands-on Clinic: Making trees  
Mini-model contest: small  
structures

Mon, April 21, 1997

**Gateway Division Meeting**  
7 pm, Columbia Model RRers, IL  
Mini-model contest: "Thumbs"

June 19 - 21, 1997

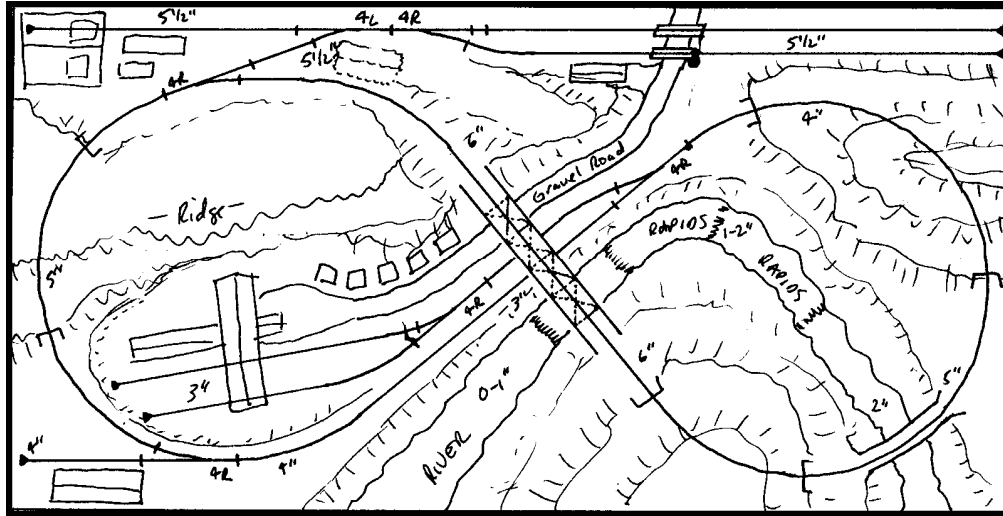
**Mid-Continent Region Convention**,  
Robinson Convention Center,  
Little Rock, AR.

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## Pike Registry

Only five dollars will extend the marketing reach of your model railroad to new scale consumers by a pike registry listing in the four regular issues of the *RPO*. The ten charter railroads of this great opportunity are on the next page.





## Gateway Central IV

Construction begins Sat., Dec. 14, 1996 at the home of R. Schumacher. If you want to participate, or need directions, please call (314) 846-2224. This layout is different than previous project layouts as it features light-weight foam benchwork and scenery and new tools and techniques!

Randy Meyer, John Winter, Venita Lake, Richard Lake, and TJ Agne will demonstrate five methods of building trees at the March Gateway Division meeting. This is hands-on - you will make trees! Lots of fun for all.

Current track/benchwork volunteers include Randy Meyer, Rick & Venita Lake,

Ron Gawedzinski, Brian Post, Gregor Moe, John Hardy, and TJ Agne.

Structures are under construction by Loren Casey (Central Valley bridge), Dan Osborn and John Winter (coal mine), Rick Lake (moonshine still), Brian Post (small store), Randy Meyer (WS 224), Venita Lake (log cabin), and John Grillo, Gregor Moe, Brian

Post, Jim Anderson, Rich Velten (trees and other stuff).

Donors include Phil Sheahan (SW1 switch engine), Ken Thompson (track/turnouts), Jack Templeton of *Manchester Hobby Products* (tunnel portals and piers), *Red Board Hobbies* (structure kit), Randy Meyer (WS 224), Loren Casey (Central Valley bridge), Ken Patterson (Kibri station), John Lee/*Badger* (Modelflex paint), and Rich Schumacher (coal mine).