



Nov. 1, 2003 – Gateway Division Annual
Fall Meet and Contests – see page 4

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Editor:

Richard Schumacher

Cover Photograph:

Ken Patterson

This Issue's Contributors:

Robert Amsler

Dave Bartz

Ron Goldfeder

Venita Lake

Dave Roeder

Michael Thomas

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Editor, The *RPO*
Gateway Division NMRA
PO Box 510305
St. Louis MO 63151-0305

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On the Cover

A Sunset Models brass engine is moving three cars from the Quail Creek and Southern Railroad across a Micro Engineering bridge to the interchange with the Santa Fe on Mike Barry's home layout. Photo by Ken Patterson.

Superintendent's Desk

by Robert Amsler

This will be my final column as your superintendent. I have enjoyed my time at the helm. However, I would be remiss if I did not say that the Division would not have functioned as smoothly as it did without the help of quite a few members.

First, I would like to thank Mike Thomas, your assistant superintendent, who was like a right arm. He took on the last two train meets we held at Trinity Lutheran and he has toiled untold hours so that the Division could prosper. One of the most notable activities he arranged was the clinic that was a vital part of each meeting. I believe that we all owe him a great deal of gratitude for his actions.

Dave Bartz was our tireless secretary and he took the notes at each meeting. He helped out whenever asked and worked very hard on the last few project layouts.

He did a very good job and always had the minutes available in a short time after the meeting.

Ken Thompson was very good at keeping the books. He kept us informed of our financial health and he did a good job at that. Moreover, I do not know of anyone who can ballast better than he. Whenever we showed the project layout he was there to sell tickets, and, if necessary, to glue down some ballast.

Other members were instrumental in the success of the Division over the last two years. Numerous members worked on the layout for the history museum. I do not believe that I have ever seen such good work displayed as on that layout. Everyone did their best on their building, in the detailing, and scenery. The people were outstanding. I think there were more

Special *RPO* Issue to All NMRA Members

by *Venita Lake, Membership Chair*

About once a year, the Gateway Division sends out its quarterly newsletter, the *RPO*, to all NMRA members who reside in the zip codes covered by the division. This is it. If you are not already a division member or a Mid-Continent Region, we encourage you to participate at these levels as well. The \$3 annual membership requires that you be a paid member at both the national and region levels. All division memberships run from July 1 through June 30. You will receive 4 newsletters and a member directory, and in the first year, an enameled Gateway Division membership pin worth \$5.

Membership at the MCoR region level is \$6. Regional memberships run concurrently with the national membership. The regional also publishes a quarterly bulletin, the *Caboose Kibitzer*.

So, what do you get for your investments? In addition to monthly

people on that layout than all other layouts combined. It was truly a museum quality project.

We have donated all of our funds to a number of causes to promote model railroading. I am proud of the money that went to all of the groups from the Big Bend Club to the Railway Historical Society to the Museum of Transport. Perhaps we should be most proud of the money that went to the NMRA and the fact it was Gateway that came up with that idea, and Venita Lake in particular. It was a very generous thing to do for our parent organization.

I would like to thank everyone who helped make these last two years as successful as they were. You should all be proud of yourselves. I know I am proud of you all.

meetings, we have also had special events such as visits to other railroad clubs and hobby manufacturers, and, of course, the opportunity to share information with other local hobbyists. Each year members build a small portable layout to be raffled off. The layout gives members a chance to work together, learn about new products and new modeling techniques or learn from "the masters." And the money we raise helps to fund printing and mailing our newsletter.

We also have a fantastic website (<http://gatewaynmra.org>) that tells about our organization and forthcoming events, has hundreds of model photographs, and articles on numerous aspects of the hobby.

The Gateway Division is sponsoring the next Mid-Continent Region convention in June 2004 as well as its Fall Meet and Train Show on November 1, 2003.

Even if you can't make it to all of our monthly meetings, we think you benefit from joining!

2003 Annual Fall Meet

by *Mike Thomas*

How do you ...

How do you wind up with a layout you like? One that fits the space you have. One that does a good job of portraying your chosen prototype. One that's not a struggle to operate, but not boring, either. How do you construct the scenery? Lay the track? What if there's no kit on the market for a lineside industry you just have to model? How do you make the scene come alive? How do you populate it?

You can get some of the answers by reading the *RPO* and the *Kibitzer* and *Scale Rails* and *MR* and *RMC* and all the rest of the hobby press, but sometimes words on a page aren't enough. Sometimes it helps to have somebody explain it to you, show you how, and answer your questions.

And that's what we offer at the Gateway Division Fall Meet. We'll have six clinics and two display layouts, as well as door prizes, swap tables, photo and model contests, and drive-it-yourself home layout tours.

Jack Stroker will talk about the Baltimore & Ohio and how to model it. **Bob Johnson** will offer his thoughts on what makes a layout a pleasure to operate. **Dave Scharnhorst** will share tips on how he built the MZ&D modular layout that will be on display. **Jim Anderson** and **Dave Lyon** will give a clinic on fundamental scenery techniques, and **Chris Thies** will explain the concept behind the new Free-Mo modular standard. **Brad Joseph** will demonstrate how he and his crew are assembling the latest Gateway Central project layout, this one in N scale. **Jerry Smith** will explain

how he used common kits to model a lead smelter, and explain how the same process can be applied to any complex industry. And **Rich Laux** will teach you how to paint scale figures so it won't look like you're modeling a ghost town.

If you already have some good models, steam, diesel, passenger, freight, maintenance of way, lineside industry, off-line structure, bring it along and enter it in the **popular vote model contest**. You can even have it **merit judged** for an AP certificate. Or bring photos or slides of either prototype or model subjects for the **photo contest**. You can save a little check-in time by downloading the contest entry forms from the Division website and filling them out in advance (link on right side <http://gatewaynmra.org/trainshow.htm>).

As always, we'll have some great **door prizes** donated by manufacturers and by area hobby shops, but if your number doesn't happen to come up, you can still make a purchase from the **swap and vendor tables**. And then you can close out the day by visiting some of the **home layouts** that members will have on display so you can see how others have brought all that knowledge together into a model railroad.

Gateway Division Fall Meet
Saturday, November 1, 2003

Trinity Lutheran Church
14088 Clayton Road
(just east of Highway 141)
Chesterfield, Missouri 63107
(map and directions on website)
<http://gatewaynmra.org/trainshow.htm>

Admission
\$3.00 (children under 12 free)

Fall Meet Time Table

Door open, contest room opens, vendor tables open	9:00 am
First clinic session	9:30 am
Second clinic session	11:00 am
Contest room closes for vote tabulation	12:30 pm
Third clinic session	1:30 pm
Contest winners announced	2:45 pm
Home layouts open	4:00 pm
Home layouts close	8:00 pm

Clinics Schedule

9:30 am sessions

Bob Johnson, "The Essence of Operation"

Jim Anderson & Dave Lyon, "Scenery Basics"

11:00 am sessions

Jerry Smith, "Modeling Complex Industries: The Herculaneum Smelter"

Dave Scharnhorst, "Building the MZ&D Big Bridge Modular Layout"

1:30 pm sessions

Jack Stroker, "The Baltimore & Ohio"

Rich Laux, "People Painting" (special hands-on clinic)

Brad Joseph will be demonstrating construction of the Gateway Central XI project railroad (N scale) throughout the day.

Special Contest Awards at the 2003 Fall Meet

In addition to the first, second, and third place awards in modeling and photography categories, the Gateway Division has traveling plaques in special categories. These twelve-year plaques (because that is how many

name plates fit on each) were first awarded in fall 1995 and are sponsored by area businesses and individuals. The winner gets to keep the plaque for a year and is expected to return it for the next contest, although in a few cases it has returned to the same entrant. A certificate is also presented and remains in the possession of the winner.

The Gateway Western Railway "Model Railroading" award is made to the best 1990 or newer rolling stock or locomotives of any prototype. Marvins Camera "Excellence in Railroad Photography" award, presented by this Metro East photo supply store, goes to the best photo in any category. WHGK Architects recognizes "WHGK Model Architecture." And the "William F. Schumacher Spirit of Railroading" award goes to the model (engine, car or structure) featuring that special "railroad appeal." These awards are judged either by representatives of the sponsors or appointed jurors rather than by popular vote.

Figure Painting Clinic

There will be a special hands on clinic on "Painting Figures" at the Nov. 1 Fall Meet. Since each participant will be taking figures and a painting kit with them, there is a small cost involved.

The kit will include:

(5) assorted HO figures

a #5 brush

(6) 1/2 oz. bottles of paint (Black, White, Flesh, Red, Blue, Yellow)

The cost of the kit will be \$14.

Anyone interested in participating in this clinic needs to contact Mike Thomas at (314) 771-0680 to reserve your spot and order your kit in advance.

Building Rix's "Helen's Country Kitchen"

Assembly tips and techniques for Smalltown USA's "Helen's Country Kitchen" HO kit #699-6012

text & photos by Richard Schumacher

Plastic structures offer a rich variety of building styles at very affordable prices, and they continue to improve in quality and detail. There are a number of very inexpensive kits that have wonderful detail and character, and will make a tremendous addition to your layout.

The type of kit described here can be assembled in one or two evenings.

Instructions for simple plastic structures

by manufacturers such as Design Preservation Models (DPM), Smalltown USA (Rix), and Atlas range from overly simple to very helpful. Those in recently developed kits seem to be more comprehensive. Following the basic directions (trim the pieces, glue them together, paint if you wish, and add the windows) will produce a pretty good structure. A better building can be made, however, by planning ahead, using the right tools and supplies, applying multi-color paint finishes and weathering, and working carefully.

The building described here is a Smalltown USA "Helen's Country Kitchen." This is an inexpensive yet very nice kit, highly recommended for a beginner's structure project.



To begin building any structure, first review the directions, any diagrams, and the parts of the kit. Visualize how the pieces will go together and how you wish to paint them. Consider ways you might individualize your building.



Useful tools include an X-acto knife, scissors, tweezers, files, side-cutting pliers or Xuron rail nipper, and a sheet of 100-grit sandpaper.

Remove the kit pieces from their sprues, and pins from backs of walls, with rail nippers. Make sure to leave the two pins at the top of the front wall in this kit (at the wall top, see below).



The back sides of the walls should also be lightly sanded on a flat surface to clean up the remains of the pins you removed, and assure a good fit and to eliminate any gaps at the corners.

Test fit how the kit sides are glued together. This structure butts an edge of one piece to the back of an adjoining wall. The edges are slightly beveled for removal from the manufacturing molds, and they must be sanded square. This is an important step for kits with this

type of corner construction as it prevents assembly problems and a very visible and unsightly gap. The Smalltown USA kits have a significantly smaller "bevel" than the DPM kits.

Smoothly (and lightly) sand off the bevel, test fitting to ensure the edge is square. Note that one edge usually is plain (for glue) and the other has molded-in detail. Don't sand off the detailed edge!

Photos showing the truing of the walls required with DPM and Smalltown USA kits are in the "Basics of Building Plastic structures" article on the Division's website. That article shows the construction of a DPM kit.

Assemble the four main wall sections with Plastruct plastic weld general plastic solvent cement. Adding the roof helps to make sure the walls are square. The two chimney sections are glued together, sands on the top and bottom to ensure those surfaces are flat, and then glued to the roof. Add tile cap sections to the top of side wall without windows.



I wanted a heavily weathered look for the brickwork on this structure. First wash the building with a couple drops of dishwashing detergent and water and allow it to completely air dry.

I made a 40-60 mixture of Badger Model-flex 16-30 "Sand" and water. This was applied to one side of the building at a time with a Q-tip and allowed to dry (this takes only a few minutes). The mixture settles into the joints of the brickwork. Make sure to do all four sides of the chimney to match. Attach the front windows and door. Note that I raised the door and slightly trimmed the length of the corner post to allow a section of Walthers or Spectrum sidewalk to fit beneath.



Paint the windows, doors and cornice with Badger Model-flex 16-85 "Reading Green." Paint the window sills and keystones, and Streak the roof (downhill), with 16-05 "Weathered Black." Paint the the vents (under the cornice) and the top of the chimney with 16-01 "Engine Black." You can add some light black streaks to the roof as well. Highlight specific bricks, such as those in the window arches, with the fine tip of a Berol Prismacolor art marker. I prefer the PM-150 "Mahogany Red" and PM-152 "Henna" markers for this. Add decal signs, set with Walthers Solvaset 904-470. The signs on this building were leftover from a Bachmann Spectrum building. Microscale makes a number of building sign decal sets that may also be used.



Blend the building colors using weathering chalks. Your weathering, like the water which carries it in real life, flows from top to bottom. My favorite weathering chalk is the SMC-901 set by Stoney Mountain. One kit will do your entire railroad.

Make sure to weather the roof, roof tile, walls, and over the decal signs. I left the doors and windows unweathered to represent a new paint job. Seal the chalk weathering with a light coat of Testor's 1260 "Dullcote" clear flat lacquer overcoat. Chalk weathering effects are subdued by the "Dullcote" spray, you usually want to apply the chalk slightly stronger than your desired result.





Add the “windows” provided with the kit, which is a pre-printed color sheet covered in a glossy clear laminate to represent the glass of the windows. These are cut out on the dotted lines and cemented to the back side of the walls with Woodland Scenics “Hob-e-Tac” adhesive. This adhesive holds the windows in place on contact. Test fit the placement before applying the cement.

This structure was constructed for the St. Louis Central Railroad built by Division members for display at the Missouri Historical Society. Because this building occupied an “odd-sized lot” on the layout, Rich Laux created an adjoining patio eating area using a section of brick-textured plastic. He added two patio tables, a bench, trash bin, and numerous figures – details which “brought this scene to life.”

Make sure to attend Rich’s clinic on figure painting at our 2003 Fall Meet.

Color high-resolution versions of the photos in this article may be viewed on the Gateway Division website at:

<http://www.gatewaynmra.org/mhslayout/mhs-rix.htm>

The “Basics of Building Plastic Structures” article may be viewed at: <http://www.gatewaynmra.org/structure.htm>

Photos of the other structures on the St. Louis Central may be seen at:

<http://gatewaynmra.org/mhslayout/mhsbuildings1.htm>



Aerotrain Restoration

by Ron Goldfeder, MOT Webmaster

The cosmetic restoration of the historically significant *Aerotrain* in the collection of the St. Louis Museum of Transportation is well underway. This project was funded by a donation from the Gateway Division NMRA.

In the photo below, provided by the *Museum of Transportation - St. Louis* (www.museumoftransport.org), you can see the results of the many small repairs, new silver paint, and the application of the stripe. Although the restoration can’t make it run again (as

the Rock Island kept the diesel engine, traction motors, and everything else they could use before donating the shell of the locomotive and two cars from the 10 car train to the Museum), it will make it look like it did when it ran on the Rock Island in Chicago commuter service.

This photo was taken about September 15, 2003. The Museum has made additional progress since then, starting restoration on the cars and attaching the front number on the loco.

For information on this, and other, restoration projects in progress, visit www.museumoftransport.org/projects.htm.



Gateway Division Clinicians Wanted

We still need clinics for upcoming meetings. If you know something other people don’t then you’re qualified to conduct a clinic. And if you don’t think

you can fill an hour, we can pair you up with another short clinic for the evening. We especially need more hands-on how-to modeling workshops and more in-depth prototype clinics.

Call Mike Thomas at 314-664-0680 or 314-771-0680.

Gateway Central XI

photos by Whitney Joseph

The "East Side Boys," under the chairmanship of Brad Joseph, have made significant progress on the 2004 Gateway Division Project Railroad, the Gateway Central XI.



This N Scale layout will be "basically done" when first seen by the public at the November 1, 2003 Fall Meet. The missing trees, figures, and structure kits will complete this layout based on a *Model Railroader* article.



Analog Control in 2003

by Dave Roeder

Like many model railroaders, I have been bombarded by friends and sales people regarding DCC control. I have been told there is no substitute for this new technology and no railroad is complete without it. The railroad magazines have been praising the various digital control systems for years and publishing glowing articles in favor of this approach. The results are predictable. Sales of DCC systems have ramped up and prices have come down as volume increases. Additional accessories are being designed and sold and everybody is happy. Upgrades are on the way to resolve some minor problems.

There are however a few holdouts such as myself who do not feel the need for change. I have operated on five different DCC layouts [one on a monthly basis] and feel that I have experienced digital command control under realistic conditions.

Overview of The Webster Groves & Fenton RR

My layout is complete and operational since 1998. I began the design in 1992. It is analog control.

Operating sessions are scheduled at random, sometimes with as few as three people or as many as 12.

We run to a schedule with train orders. There are 16 jobs in a complete session. All trains are scheduled and blocked in correct order before each session. The layout is a single track main with a lot of switching duties.

The control is analog with 7 throttles, three are tethered. I have wired the layout in many separate blocks for

isolation of power and ease of troubleshooting. Control panels are located at each throttle location and are lighted to indicate turnout selection. Blocks are numbered and referenced on the control panels. The system is simple to learn and operates without trouble. If an engineer does manage to send a locomotive into a turnout that is not correctly lined, either it stops due to not having power, or there is a short. In the case of a short it is a simple manner to find the problem by shutting off the blocks until the short disappears.

I am happy with my current system and see no need for change.

I have 49 diesels and 10 steam locomotives on my roster, so in addition to a new power supply and booster, there is the cost of adding decoders to perhaps 59 locomotives.

DCC Features and Benefits

To be fair, there are benefits to DCC and the new advanced technology. First and most often touted, is the ability to run multiple diesel or steam lash ups and keep them pulling together.

Second is the ability to run 100 locomotives on one throttle.

Third is realistic sound.

While this is available on new units, it is still not a standard feature and is an added cost if you want to upgrade. It is also no longer a unique feature to DCC as Broadway Limited now offers very realistic sound for an ever expanding line of analog/DCC locomotives that are reasonably priced and have the ability to determine if they are on a DCC or analog system and operate accordingly.

Forth and not often seen, is the ability to run your trains from a computer. Included in this is the ability to throw turnouts from your hand held throttle. This last feature is the one most loved by computer fans and electrical engineers who also happen to be model railroaders.

Other than these, all of the other features are already available in existing analog systems. Remote radio and tethered throttles have been around for years. Turnout controls are available for remote or hand operation.

Why DCC?

There are reasons to embrace new technology and reasons not to. The most likely candidate for this new technology is someone who is familiar with electronics and is starting a layout. It also is a good idea not to have a lot of locomotives without DCC decoders.

Primary Cost

The initial cost to get into DCC has been stated as "around \$500.00". This is a good figure to start with, but you should be aware of the total cost as you expand the power on your roster. Decoders are slowly coming down in price so don't be in a hurry to convert your fleet. Additional refinements are sure to come and you will get these as well.

Layout Size and Type

Consider the area you have for a layout. Do you plan a large layout which will fill your basement, or are you limited to a spare bedroom? What kind of railroading are you interested in? Long trains running through scenes and not much switching? Mountain railroading with long grades and helper service? Steam or diesel? A short line with lots of switching?

Benefits of DCC

The ability to run multiple units is indeed a good feature. This alone is a valid reason to choose DCC. But consider your situation. Do you have a large layout with steep grades [3% or more] and the ability to run 30 car freights? If not, then why do you need this capability? If you are planning a small layout, why do you need this capability? How many multiple unit sets are you going to run on a bedroom size layout?

Another benefit claimed by DCC fans is the ability to run 100 engines on one throttle. This is to me a good example of the old German boast "We have the Technology!" Who in the world has the need to run 100 locomotives? Also consider that after you use your DCC throttle and want to release the engine so someone else can operate that same engine, you need to delete it from the hand held control. So once again we are faced with a lot of capacity we do not need.

Realistic Sound

Sound has been a major bragging point for DCC since the start. We are just now starting to see DCC locomotives with sound added as a standard feature. But guess what? ... a firm called Broadway Limited has created a very realistic sound system for analog / DCC locomotives called quantum sound. Go to the web site and hear the demo on steam or diesel. I was so impressed that I ordered two diesels for show and tell on my layout.

Plug and Play Part 1

If there ever was a bigger marketing scam I don't remember it.

The ability to purchase an electronic system in pieces and apply it to your

existing large layout without the help of knowledgeable electronic people and a period of re-wiring and troubleshooting is pure fiction.

This is like some Hollywood movie fantasy.

If you have allowed someone else to wire your layout; if you have allowed others to fool with the wiring on your layout; if you do not have a clue as to the wiring logic on your layout, then plan on starting from scratch with the DCC wiring.

Get the big book on DCC [better wait for the second or third edition because this technology is still emerging].

Also you best have an electrical engineer on call for the "plug" part of "Plug and Play" because you are going to be "plugging" for a while before you can "play".

Reliable wiring is a requirement for any type of control. Go back to the basics and review. Poor solder joints, dirty wheels, incorrect wire size and just plain poor workmanship are the main causes of poor performance with either Analog or Digital control.

Plug and Play Part 2

Simple wiring has been claimed as a benefit of DCC. This is only partially true. The wiring is indeed simple if you are building a small layout. But wiring a small layout with Analog control is also simple. When the size begins to grow to that of a basement layout, then additional electronic factors come in to the picture. There have been some very good articles in *Model Railroader* regarding electromagnetic interference and the need for DCC boosters as well as isolated bus wires on larger DCC systems. The end result is a more sophisticated system requiring a savvier person electronically. If done

correctly these larger systems do work, however the average person with basic electrical knowledge will need a "DCC go to" person for trouble shooting when trains stop running.

Reliability

This brings us to reliability. The Museum of Science and Industry in Chicago Illinois recently spent a record 3.5 million dollars on a new HO train layout that runs continuously during museum hours.

What type of control do they use? Not DCC, but industrial electronics and no digital command control.

This tells me that the systems available to you and I are made to sell at a price that we can afford, therefore components have been selected to achieve a balance between cost and performance. It also tells me that DCC systems available today are still being field tested by the customers.

It is not unusual for a company to design something with a specific end user price goal, and then market that product, working out the problems as feedback is received from the end user. This is why they invented the term "upgrade". Speaking of upgrades, I have never had MRC contact me and offer an upgrade on any of my analog throttles. I think the oldest one is from around 1975. I have never had one fail and they still cost less than anything in the digital line. In addition to this, they are also going ever more sophisticated and powerful. The top of the line MRC remote tethered throttle goes for about \$200.00.

Run Your Trains From Your Computer

OK, apparently there are some people out there who actually want to sit in

front of a CRT or Laptop and run trains. So be it. I am the last person to throw rocks at another's hobby. Just remember that reliable wiring and all the other previously mentioned stuff is still required before you can hit "enter" and make trains run. The interface between the computer and the model railroad is still critical to successful operations. To steal a phrase from the computer people "garbage in garbage out".

I think the ultimate irony is the person running a steam era railroad from a computer terminal ... No, maybe it's running a narrow gauge steam era logging railroad from a computer.

One last thing, don't get me started on operations and how throwing a turnout with your hand held remote throttle is so much better than reaching out a foot or less to do the same thing in a prototypical manner to a prototypical ground throw.

Please feel free to send your constructive criticism to the Editor who allowed me to get this published.

Long live Miss Anna Log!



MCoR 2004 Convention

Plans are being made for the Mid-Continent Region 2004 Convention.

The Gateway Division will be sponsoring the annual Mid-Continent Region Convention to be held from Thursday, June 3 through Sunday, June 6, 2004.

Plans are in the preliminary stages, so you can't register yet – but mark your calendar and keep an eye on our website (www.gatewaynmra.org) or watch the *Caboose Kibitzer* if you are a Mid-Continent Region member.

Here are the basics of what is planned so far:

Gateway
Getaway 2004
Mid-Continent Region
Convention
Gateway Convention
Center
Collinsville, Illinois

Registration

information and forms will appear in the winter issue of the

Caboose Kibitzer and will be available on the www.gatewaynmra.org website sometime before then. Fees for NMRA members (primary registrants) will be \$25 before April 15 and increase to \$30 after that date. Non-NMRA members will be assessed \$30 (and encouraged to join the organization!) Fees for spouses of primary registrants and children 13 and above will be \$5 each. Children 12 and under may attend free of charge but must be accompanied by a registered adult at all events.

The **banquet** and **bus tours** will be extra-fare items. Space may be limited,

so early registration for these events is encouraged!

Clinics on numerous aspects of model railroading will be offered beginning Friday morning and continuing through Saturday afternoon. Contact Mike Thomas or Rich Lake if you are interested in presenting a clinic (clinics@gatewaynmra.org).

Model and photo contests in the usual categories will be judged by NMRA standards. Award plaques will be given for first, second, and third place, so plan on entering often. In addition, popular votes will select a

best of show in three categories: (1) photos, (2) structures and dioramas, and (3) rolling stock and motive power. The **Narrow Gauge Light Iron Award**, offered for the first time during the 2003 MCoR Convention, will be presented to the model entry that most exemplifies the spirit of narrow gauge railroading.

Door Prizes will be awarded to convention registrants. Individuals or manufacturers who wish to make contributions should contact the convention chair.

Silent Auction will be as big as convention attendees make it! Bring your excess items (if there is such a thing) and look for bargains. Watch this space for procedures for buying and selling items.

Layout Tours will begin Thursday evening with layouts in Illinois. These drive-yourself tours will continue on Friday evening and Saturday afternoon



in Missouri, and may include some layouts open on Sunday for you to visit as you head home.

Prototype Tours: It's too early to provide specifics on where these extra-fare tours will go. Bus tours will be scheduled for Friday and Saturday.

Banquet Meeting will be held Saturday evening at the Convention Center. The catered buffet will be \$25 extra fare.

Train Show open to the public will be held at the Gateway Convention Center in Collinsville, Illinois, on Saturday and Sunday. Vendor tables will be available for \$15 each with additional fees for electrical and telephone connections. Not-for-profit/no sales organizations should contact the convention chairman about the possibility of available space.

Hotel reservations: Information on registration at area hotels at special convention rates will be listed here soon. All reservations should go through the Collinsville housing bureau to receive the discount and credit MCoR.

For information contact:

John Schindler, 1950 The Woods Circle, Barnhart, MO 63012-5923; phone: (636) 464-3431
2004regional@gatewaynmra.org

Is Your Layout on the Web?

by *Venita Lake*

The Gateway Division's popular web site at <http://gatewaynmra.org> lists names and descriptions of area layouts and includes some photographs. If you or your club has a layout, even the beginning stages of one, we would like to include you. To check out this

feature of our web site, go to the home page given above and select "Around Town" and then "Directory of St. Louis Model Railroad Layouts," or directly to <http://gatewaynmra.org/layouts.htm>

But here's the rub: Most of these were written for the 2001 NMRA National Convention. Some of them are out of date or just dated or they layout is much improved or totally gone. We need to know!

We would like to revise this part of the web site, separating those "public" layouts, whether they be at the Botanical Garden or open to visitors on a fairly predictable schedule, with or without an entrance fee, from those "private" layouts in homes where visitors are welcome by invitation only. Our web contact address gets several inquiries every year asking about possible layouts to visit. If you know of clubs or other venues we can list, we need to know.

We would like to have information on any or all of these items that may be of interest to others: Owner name, railroad name, scale, approximate size, era, special features, publications that may have featured the layout. If your layout has a web site of its own, we will add or link it at the webmaster's discretion. Photographs must be of high-quality (good lighting, sharp with good depth of field, visually interesting with a strong central subject). We can scan slides or prints. Digital photos need to be in a 1024x768 or better original resolution with no compression (send the original file from the camera, not an edited or compressed version), and we need a photographer credit for each photo. Try to avoid dating your copy; for example, Jim Anderson started his layout eight years ago—but when was this written?

Following are samples of the first two layouts currently on the website:

Jim Agnew
Ajuga Flats

Jim has three separate G scale layouts, two inside and one in the “wilds” of his backyard. Indoors are a 20’x6’ dog bone featuring American steam and diesel plus a 30’x3’ point to point European prototype running under overhead wire. Outside there is a 20’x38’ loop with several passing sidings and spurs. The outdoor layout features Digitrax control of motive power, Phoenix sound, and air pressure control of the siding turnouts. Featured in the December 2000 issue of the *NMRA Bulletin*.

Jim Anderson
Eureka and Western

This freelance HO layout is set in the midwest and has been under development for over eight years. The 50’x12’ layout represents a Class 1 railroad with trackage rights for all of the railroads found in eastern Missouri and western Illinois. Featured are a large coal mine and an oil refinery, along with an engine servicing area and large yard. A multi-track staging yard is hidden from view under the layout. DCC is being installed.

So, we need to know! Check out the website. If you are there, please send corrections, changes, or updates. If there are no changes, please confirm that the information is correct as it is written and that you would like to remain on the list. Let us know if you do not want to be on the list. Let us know about clubs or other possible listings, as well as the appropriate contact person if you know it) to get permission to list. And by all means, if you are not on the list and would like to be, give us your information too!

Submit information by e-mail to Venita Lake at vlake@mindspring.com and to Richard Schumacher at webmaster@gatewaynmra.org Or mail it to Venita at 5851 Waterman Boulevard, St. Louis, MO 63112-1515.

Division Minutes

Recorded by Dave Bartz, Clerk

Gateway Division Meeting Minutes for June 16, 2003

The meeting began with a clinic by **Dave Lotz** on the history of passenger cars.

Landmark dates and events in American rail passenger travel:

- December 25, 1830: the *Best Friend of Charleston* pulls the first scheduled passenger train.
- 1833: Camden & Amboy introduces coaches with walls and windows.
- 1859: George Pullman's first car, an open vestibule wood car with tie rods and flat roof.
- 1868: Pullman's *Delmonico* is the first dining car; previously, trains would stop for meals at a depot. Passenger trains rarely ran overnight.
- By the 1870's the South Pacific Coast Railway cars had clerestory roofs for improved ventilation and light.
- By the 1880's passenger cars had evolved into very fancy “varnish;” still wood, but with 6-wheel trucks for a smoother ride, closed vestibules, pinstriping, and gas lights in place of candles.
- 1910-1920 all wood cars had been replaced by steel cars; clerestory roofs had vents instead of windows.
- 1930's: Air conditioning of passenger cars becomes common; the *a/c* duct shows as a “bubble” alongside the clerestory for part or all of its length. With air conditioning came sealed windows.
- Generally, passenger car styles up to 1930's can be characterized as Pullman-style in most of the country, with Harriman-style cars found mostly on western roads and “American Flyer” style cars, which were more streamlined, in the northeast.
- Self-propelled passenger cars have a parallel history, beginning in 1870 with a steam

(4-2-0) motor coach with combine. The 1920's saw Mack gas-mechanical railcars, and gas-electrics were popular from the 1930's to the 1950's; (CB&Q had 85 gas electrics, and ACF Motorailers, built in St. Charles, ran on the MoPac and Illinois Central).

- Also introduced in the 1930's were streamlined unit trains, such as Burlington's *Zephyrs*, Union Pacific's M-10000, and GM's *Aerotrains*.
- At the height of passenger train travel, a full consist would be baggage cars, mail storage cars, Railway Post Office car, chair cars, diner, 1st class (parlor) cars, sleepers, and the observation car. Roads competed for passengers by offering views from vistadomes and sky-top cars, hi-level and bi-level cars.
- Amtrak began with a “Heritage” (leftover) fleet, and acquired *Metroliners* in the northeast corridor, Amfleet cars for much of the country, Superliner (bi-level) cars for western routes where clearances allowed, Viewliners with oversized windows, and experimented with Talgo pendular cars and now has *Acela* high-speed cars running from Washington, DC to Boston.

Thanks to Dave for sharing this information.

The business meeting began at 7:55 pm and was opened by Superintendent, Bob Amsler.

Visitors: We welcomed Bob Freis, of McLeansboro, Illinois to the meeting.

Minutes: Hank Kraichely moved to accept the minutes with correction of two typos (Dave Lotz; Old Business). Jim Anderson seconded. Approved.

Treasurer's Report: There was no report due to Treasurer Thompson being out of town.

Old Business

AP Awards: Jeremy Jantzen has earned the Gold Spike Award. At the Regional Convention in Oleatha, 64 of the 65 models entered for merit judging were awarded certificates of merit.

Missouri History Museum Layout: Because the Belleville Labor and Industry Museum was unable to make room for the layout, Brad Joseph has purchased the layout and will display it in the Joseph Chrysler Dealership Showroom. The Division offered its appreciation to Brad for doing so.

Gateway X Project Layout: The layout will be brought to the July Gateway Division Meeting at Trinity to serve as the monthly clinic and to try and complete all unfinished areas. Some uncertainty remains about the whereabouts of

one or two of the completed buildings. The raffle and drawing for the layout will take place at the Museum of Transport during the first weekend in October.

Metal Wheel Sets: Hank Kraichely reported the J.B. Manufacturing remains in business; problems with J.B.'s telephone service led to mistaken concerns that it may have closed its doors. J.B. has sent us 400 36” diameter metal wheel sets as recompense for their delivery difficulties, although they still owe us 1,500 of the original 6,000 33” wheelsets we ordered. Delivery of the remaining wheelsets is expected soon.

Fall Meet: The Gateway Central XI project layout will be displayed at the Fall Meet; Brad Joseph, GCXI chair, reported the layout will be based on a design published in *Model Railroader* in 1993 and will feature DPM building kits. Hank Kraichely noted that the Fall Meet layout tours will be held Saturday evening this year, instead of Sunday afternoon as last year.

2004 MCOR Convention: The convention will open the evening of Thursday, June 3, 2004 at the Gateway Center in Collinsville and run through Saturday, June 5; the Train Show held in conjunction with the convention will be Saturday and Sunday.

Gateway Division Challenge Grant: Bob Amsler reported that Challenge Grant is a done deal; paperwork has been signed by Gateway Division, Turkey Creek Division, Mid-Continent Region, and NMRA national officers.

Dues: July 1st is the renewal date for all Division membership; \$3 covers dues until next June 30.

New Business

Mid-Continent Region Convention: Jim Anderson reported on the convention in Oleatha.

- Three Division members, Vance Lischer, Randy Meyer, and Irwin Kuehling, and three NMRA members residing within the Division though not Division members, Kurt Siats, Pat Loesch, and Lonnie Bathurst, all have reached the 25 year NMRA membership milestone.
- New Regional officers will be Rich Napper, President; Larry Alfred, Vice-President; Keith Landis, Secretary; and Ken Thompson, Treasurer.
- Through May, only five AP certificates have been earned in the Region, a very low number.
- The NMRA Long Range Plan was much discussed, with the unified dues structure and the Board restructuring being the focus.
- Total attendance at the convention was 180, with 30 dealers at the show. This was

considered a “so-so” turn-out, and the convention is expected to approximately break even financially.

National Convention: Bob Amsler reported that the National Train Show has been cancelled because about three-fourths of the vendors had pulled out; however, the Niagara Falls train show will be substituted for the NTS. There have been few (about 150) cancellations by attendees.

50:50: collected \$31.00, and \$15.50 was won by Bob Amsler.

Attendance: 20 members and 1 visitor were present.

Adjournment: Gregor Moe moved for adjournment and Hank Kraichely seconded. Approved.

Division Minutes

Recorded by Dave Bartz, Clerk

Gateway Division Meeting Minutes for July 21, 2003

The meeting began at 7:00 pm when Assistant Superintendent Mike Thomas, introduced the three clinicians for tonight's clinic on making trees.

Joanne Schindler presented a clinic on the making of generic evergreen trees from furnace filter material. Joanne gave all members a handout that included a list of all the necessary materials and instructions to make the trees. She then made a few trees explaining all the steps required. Joanne also provided extra materials and asked for volunteers to make additional trees, which could be used, on our Gateway X project layout.

John Leahy presented a clinic on the making of generic evergreen trees from “jute” rope. John's trees required a short length of jute rope and the steel wires used by florists to make flower arrangements, called floral stems. John demonstrated the method used to untwist the fibers from the rope and then cut them into short lengths to be used for the tree branches. He then placed the “branches” on a short length of 2x4 which had a slot cut into it down it's length. John then folded the floral wire in half and placed it below the “branches” in the slot and above the “branches”. He then twisted the wire to form the tree and to allow the “branches” to rotate around the “trunk” to form a natural looking tree. The trees were then spray painted an appropriate green color and then coated with hair spray and ground foam.

Mike Thomas presented a clinic on making deciduous trees using plastic tree armatures from Woodland Scenics tree kits, polyfiber and ground foam. Mike twisted the flat armatures into realistic full tree shapes as the basic form for the tree. Mike then discussed the use of plain poly-fiber and pre-coated polyfiber materials for the tree covering. The pre-coated polyfiber has ground foam already glued to the fibers, but much of the ground foam falls off during the stretching and placing the fiber on the tree armature, so Mike recommends the use of the plain polyfibre. The tree armature is then coated with rubber cement and then polyfiber is stretched into thin sections and placed on the tree armature. It is then covered with hairspray and then dipped into Woodland Scenics foliage.

All of our layouts need many, many trees and we want to thank all 3 presenters for their informative clinics on different methods to make trees.

The business meeting began at 8:05 pm and was opened by Superintendent, Bob Amsler.

Visitors: We welcomed Terri Beilstein and Cindy Gross to the meeting.

Minutes: John Hardy moved to accept the minutes from the June 16, 2003, meeting and Craig Brown gave the second. Approved.

Treasurer's Report: John Hardy moved to accept the treasurer's report as dated May 19, 2003 to July 20, 2003 and Gary Gross gave the second. The treasury has an ending balance of \$23,177.40. Approved.

Old Business

AP Awards: no report.

Gateway X project layout: The layout was brought to tonight's meeting to have additional work completed by our members. There is still ballast and various scenery materials that need to be added as well as 2 buildings that need to be found / completed?

Gateway XI project layout: Brad Joseph has plans completed and is collecting materials for the new layout.

Wheelsets: The situation with the metal wheel sets ordered from J.B. Manufacturing remains unchanged. We are still owed 1,500, 33” wheel sets and we have 400, 36” wheel sets on hand. Hank Kraichely and John Hardy are working with the manufacturer and supplier to resolve the delivery problems.

Fall Meet: Mike Thomas reports that there is still one spot open for an additional clinic. Anyone wishing to present a clinic please contact Mike as soon as possible. Mr. Dave Schornhorst, is going to setup a 5'x40' modular layout at the meet. He will come into town on Friday before the meet to

make the setup. Mike asked for a volunteer to provide one nights lodging for Mr. Schornhorst since he is not charging a fee to Gateway to bring his layout to our meet. Anyone with a spare bedroom willing to have Mr. Schornhorst as a guest, please contact Mike Thomas.

2004 MCoR Convention: John Schindler reports that the plans for the convention are progressing on schedule. Hank Kraichely will serve as the layout chairman and Brian Post will be in charge of the vendor tables. The next meeting will be at the home of the Lake's on Sept. 9th at 7:00 pm.

Gateway Division Challenge Grant: Bob Amsler reported that the Gateway division and MCoR have given their \$15,000.00 donations to the National. The Turkey Creek Division will contribute their \$15,000.00 as soon as their CD investment matures. Bob also reports that the NMRA has offered sincere thanks to both divisions and to MCoR.

Dues: Ken Thompson announced that anyone who has not paid their dues for July 2003 through July 2004, should make their payments to him as soon as possible. Beginning with next month's meeting Ken will start announcing the names of members who are in arrears with their dues payment.

MCoR News: John Hardy reported that the 2003 MCoR convention in Olathe, KS has realized a financial loss due to poor attendance. The Turkey Creek Division and MCoR will each reimburse Olathe to cover their loss.

John Hardy also had the pleasure to present John Schindler with the “Kenneth Johns” Regional Award for the outstanding and dedicated service. John Schindler has worked in many areas of MCoR for many years. All the members of the Gateway Division offer their congratulations to John Schindler for having received this well deserved award.

New Business

Big Bend Railroad Club: Bob Amsler explained that the Big Bend RR Club wished to use the \$1,000.00 donated to them for roof repairs, for repair work on their floors instead of the roof. A local contractor repaired their roof free of charge. John Hardy moved to allow the club to re-designate the \$1,000.00 for floor repair in lieu of roof repair. Craig Brown gave the second. Approved. The Gateway clerk will send written notice to the Big Bend RR Club of this change.

Store Front Train Display: Bob Amsler reported that he has been contacted by the “Young Architects Group” in St. Louis for advice on their organization building a train window display in a store front on Washington Avenue. The display

would be made form grocery items like canned goods and non-perishable food in boxes. The purpose of the display is to obtain food donations from the community for those in need. The display will have a model train running through the grocery items. Our advice to them is to not have any turnouts in their track plan and to use “O” gauge or larger equipment.

2003 NMRA Convention: Bob Amsler reported that there were approximately 1,500 people in attendance at the convention in Toronto, with several hundred people canceling their registrations. Bob also reported that the convention was well run and was very enjoyable. The Train Show provided by the Niagara Falls Members was substituted for the NTS. Hank Kraichely commented on the cleanliness of the city and the number of American Flags flying from many buildings.

Bob Amsler reported on the following items from the BOD Meeting held during the convention:

- The *NMRA Bulletin* will have a new name and be called *Scale Rails*. It will contain various articles and advertising. Inside of the *Scale Rail* magazine there will be a section titled *Bulletin* which will be used to communicate information about the NMRA.
- The LRP was passed overwhelmingly by the BOD. The general membership will vote on their approval this coming fall. The vote will be to approve or disprove the complete LRP. You will not be able to vote on individual items within the LRP.
- The NMRA is considering changing the national convention to include **all** scales into a single convention and elimination of the individual scale conventions.
- The NMRA is considering moving the Howell Day Museum from Chattanooga, to either Strasbourg, PA or Sacramento, CA, with Sacramento being the probable new location.
- The 2004 NMRA Convention will be held in Seattle, WA.

2003 Fall Meet: A suggestion was made to have the forms necessary for judging entries in the “popular vote” contest available prior to the meet, to allow them to be completed in advance. The forms may be put onto our website and may be available at meetings before the fall meet.

A reminder was made to all members who want to participate in the clinic for painting “scale people” at the fall meet to pay the required \$14.00 for supplies to Ken Thompson.

50:50: collected \$47.00 and \$23.50 was won by Ken Thompson.

Attendance: 39 members and 2 visitors were in attendance.

Adjournment: John moved for adjournment at 8:55 pm and Gregor Moe gave the second. Approved.

Division Minutes

Recorded by Dave Lyon

Gateway Division Meeting Minutes for August 18, 2003

The meeting began at 7:05 pm when Assistant Superintendent Mike Thomas introduced the clinician, **Mike Thomas**, for the night's clinic on Rooftop Details.

Mike's presentation included slides of various rooftop fixtures from around the world (*i.e.* south St. Louis plus some chimney pots in a town in England). He stressed the need to make rooftop fixtures compatible with the time period being modeled as well as the building being modeled. He presented some modeling tips on how to weather rooftops including patching, simulating various materials and aging. He included examples of air conditioners, dust collectors, rooftop signs, vent stacks and other things that stick out of or on top of roofs. Mike concluded his presentation by showing some beautiful examples of his scratchbuilt brick walls and roof tops.

Our thanks to Mike for a very informative presentation.

The business meeting was called to order at 8:12 pm by Superintendent Bob Amsler.

Visitors: We welcomed visitor Chris Zygmont to the meeting. He is planning an N scale layout.

New Members: We welcomed new members Mike Satke and Bob Boedges. Both model in N scale.

Minutes: The following corrections were noted in the July 21, 2003 minutes: under "MCoR News", the spelling of Oleatha, Kansas was corrected to Olathe. Also the reference to the Kansas City Division was corrected to the Turkey Creek Division. It was later noted under "2003 NMRA Convention" the reference to the Hollaway Museum should be changed to the Howell Day Museum. The minutes as corrected were accepted upon motion by Dick Wegner seconded by Rick Lake.

Treasurer's Report: The Treasurer's Report was accepted upon motion by Rick Lake, seconded by John Hardy.

Old Business

AP Awards: Don Taschner reported that paperwork has been sent in for Dave Bartz to receive his merit award for structures. Also, Dave Lotz will receive his Golden Spike award.

Gateway X project layout: The layout will be at the MOT on October 4 and 5. The drawing will be held at that time. Volunteers to help out are needed.

Gateway XI project layout: Brad Joseph reported that the construction group has been meeting on Wednesday nights and that additional participants would be welcomed. The layout is N scale, with an 84"x30" foam layout base using Kato track.

Wheelsets: John Hardy reported that the final 1,500 wheel sets have come in but have not been picked up as yet. So far, 3,250 of the 33" wheel sets and 50 of the 36" wheel sets have been sold. Hank Kraichely noted that the finish seemed to be coming off of some of the sets. He suggested that in view of the trouble experienced with this latest transaction that no further JB wheel sets be purchased. There seemed to be general agreement on this point.

Fall Meet: Mike Thomas reminded all that the meet is scheduled for November 1, 2003. Brian Post is in charge of swap tables and Rich Laux is presenting a people painting clinic. There is a \$14 charge for this clinic to cover materials and advance sign-up is required. Layout tours will be held in the late afternoon in order not to conflict with other convention activities. Bob Boedges inquired about being included on the layout tour. Hank Kraichely took his name and explained about how the tour would be organized.

2004 MCoR Convention: Rick Lake reported that the next planning meeting for the convention will be at the Lake's on September 9, 2003 at 7:00 pm. John Hardy reported that the DeSoto shops and the Metro Link shops are scheduled for prototype tours.

Dues: Ken Thompson revealed that one person at the meeting had not yet paid his dues (based on Ken's use of the pronoun "his" we can assume that he was not talking about Venita Lake). Ken declined to name the individual but threatened to do so at the next meeting if the dues are not paid by that time.

MCoR News: John Hardy reported that there was nothing new to report.

New Business

Elections: Bob Amsler noted that our region has two candidates vying for the position of National Trustee and that both are from our Division: Jim Anderson and John Hardy. He encouraged everyone to vote noting that ballots must be postmarked no later than September 1, 2003. Bob

also reminded the group that local elections were coming up and that two committees were being formed to that end: nominating and election. He then noted that the members of the election committee could not be elected to an office and further stated that the three man committee was already full and consisted of brothers Amsler, Hardy and Thomas. Hmmmmm. Bob then called for volunteers for the Nominating Committee. When none appeared he suggested that anyone interested should contact him after the meeting.

Store Front Train Display: Nothing new.

Membership: Venita Lake reported that she has been informed that four regional members have been listed as deceased. Two that are well known to our members are Peter Ellis and Joe Haney.

Trustee Report: John Hardy reported on the recent meeting. The LRP was passed. A motion to vote on the LRP as one entity was passed. There was discussion with respect to the relocation of the Howell Day Museum. Allen Pollock will not run for reelection as President. **50:50:** \$35.00 was collected. \$17.50 was won by (drum roll) Bob Amsler ---- again.

Adjournment: At 8:52 pm it was moved and seconded that we adjourn. Rick Lake was involved in that in some way.

Welcome to New Members

by Venita Lake, Membership Chair

The following members have joined or railed since the last membership directory was published.

Donald Bell, 2955 Brooklands Way, St. Charles, MO 63303-6020. (636) 447-2959

Robert Boedges, 10229 Buffton Drive, St. Louis, MO 63123. (314) 631-5371

Joe Carroll, #9 Glen Cove Drive, Chesterfield, MO 63017-2707

Brian Cherkas, 253 Turnberry Place Drive, Ballwin, MO 63011. (636) 405-6031

Tom Orear, 2021 Ridgedale Drive, High Ridge, MO 63049-1724

Michael Satke, 10150 Buffton Drive, St. Louis, MO 63123-5206. (314) 631-3845

Joann Schindler, 1950 The Woods Circle, Barnhart, MO 63012. (636) 464-3431

Carl Schoeneberg, 2025 Schoettler Valley Drive, Chesterfield, MO 63017. (636) 532-7570

Steve Smith, 1882 Crosshaven Drive, High Ridge, MO 63049. (636) 677-1889

Frank Winter, 24 Williamsburg Estates, St. Louis, MO 63131-1018

Robert Weinman, 470 Glen Tai Drive, Ballwin, MO 63011. (636) 391-0593

Kirk Yates, 102 Hunters Lake Court, Eureka, MO 63025. (636) 587-3858

In addition, the following changes or corrections should be made to the directory:

Bonnie and Gregor Moe have moved to 35 Greentrail Drive, Chatham, IL 626729.

John Nax has moved to 35 Alava Lane, Hot Springs Village, AR 71909.

Brian Post's new phone number is (314) 249-6986.

Ron Kraus' e-mail is rkraus-cbnq@aol.com.

Dave Lotz' e-mail is Dave_Lotz@Charter.net.

Pete Smith's e-mail is pbsmith@apci.net.

Mike Thomas' e-mail is mathomas@speakeasy.net.

Tom Troughton's MMR number is really 277.

Please submit other changes and corrections to Venita Lake, 5851 Waterman Blvd., St. Louis, MO 63112-1515 or vlake@mindspring.com.

Coming Events

by Venita Lake

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

NMRA Divisions or St. Louis area clubs may have their event listed here by sending a description of the event, in the format shown here, to the Editor (rpo@gatewaynmra.org).

Mon., October 20, 2003

Gateway Division Meeting, VFW Hall, O'Fallon, IL, 7 p.m. See website for directions and map.

Thursday, October 30, 2003

K-Line "Fall Fair Days," 10 a.m. – 8 p.m., presented by Electric Train Outlet, 8961 Page Avenue, St. Louis, MO 63114 (just west of I-170). Meet K-Lines' Bill Swarthout. Grand Prize: 2 Airline Tickets (Continental US); scale Mikados and Hudsons, semi-scale Alleghenys, door prizes, special prices on K-Line. (314) 428-2211
www.electrictrainoutlet.com

October 31-November 2, 2003

28th Annual Fall S Fest, hosted by the American Flyer S Gaugers of the St. Louis area. Holiday Inn-Westport in St. Louis County. Contact David Stevens, 8 Castle Drive, Florissant, MO 63034-1301 or www.trainweb.org/afsgsla.

Saturday, November 1, 2003

Gateway Division Fall Meet, Train Show, and Model/Photo Contests, Trinity Lutheran Church, 14088 Clayton Road, at Woods Mill Road (Hwy 141), Ballwin, MO (west St. Louis County)

(set up Friday afternoon)
www.gatewaynmra.org/trainshow.htm

Saturday, November 15, 2003

Toy Train Show and Swap Meet, 10 a.m. – 3 p.m. sponsored by Central-Missouri Chapter of the Train Collectors Assoc. - Ozark Division, Knights of Columbus Hall, 2525 N. Stadium Blvd., Columbia, MO (one mile north of I-70). Operating layouts in various scales, new and old trains and related items for sale. Admission: \$8, children under 12 free, tables \$5. Contact Ed at (573) 874-0752.

November 15 & 16, 2003

Open House, Quincy Society of Model Engineers, noon – 5 p.m. Good Samaritan Home, 2130 Harrison, Quincy, IL 62301

Monday, November 17, 2003

Gateway Division Annual Holiday Party, Trinity Lutheran Church, Ballwin, MO, 7 p.m. Holiday Pot-Luck Supper for division members and families.

Saturday, November 29, and Sunday, November 30, 2003

Great American Train Show, 11 a.m. – 5 p.m., Gateway Convention Center, Collinsville, IL. Admission \$7, kids under 12, free. Discount coupon at www.GATS.com. Gateway Division will participate!

Saturday, December 6, 2003

Great St. Louis Christmas Train Show, 9 a.m. – 3 p.m. sponsored by Lutheran High School South Boosters Club and Ozark Division of the TCA, Lutheran High School South, 9515 Tesson Ferry Road, Affton, MO. Attendance prizes, raffle, operating displays, refreshments, all scales represented. Admission \$4 (\$3 with

non-perishable food item), children 12 and under free. Vendor information: (636) 394-4858 before 9 p.m.

Sunday, December 14, 2003

Model Railroad Open House & Swap Meet, 10 a.m. – 4 p.m., sponsored by the Sangamon Central RR Club and the Sangamon County Fair Assoc., New Berlin, IL (from Springfield, take US-36 west to New Berlin exit, turn south to County Fairgrounds at northwest edge or New Berlin). Donation: \$2, children under 12 free, tables \$7. Contact Joe Maggio, 2104 Winnebago Drive, Springfield, IL 62702, (217) 544-6797.

Mon., December 15, 2003

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

Saturday, March 20, 2004

Boeing Employees' Railroad Club Swap Meet, 10 a.m. – 3 p.m., Greensfelder Recreation Complex at Queeny Park, 550 Wiedman Road, Manchester, MO 63011. Admission: \$2, children under 12 free, vendor tables \$14. Contact Wayne Schimmel (636) 668-6313 after 6:30 p.m. (Next meet September 18, 2004)

Thursday, June 3 through Saturday, June 5, 2004

Mid-Continent Region Convention, Gateway Convention Center, Collinsville, IL. Contact John Schindler, 1950 The Woods Circle, Barnhart, MO 63012-5923, (636) 464-3431 or <http://gatewaynmra.org>.

Saturday, June 5 and Sunday, June 6, 2004

Mid-Continent Region/Gateway Division Train Show, Gateway Convention Center. Contact John

Schindler (above). Vendor reservation forms are on the website. Tables \$15.

NMRA MCoR Region & Gateway Division

The National Model Railroad Association (NMRA) is a world-wide organization dedicated to all aspects of model railroading. In order to bring the most benefit to its members, the association is subdivided into Regions, and each Region has a number of local Divisions. The Gateway Division is part of the Mid-Continent Region, which represents Missouri, Kansas, Arkansas, Oklahoma, Nebraska, and parts of Iowa and Illinois.

The Mid-Continent Region is represented on the NMRA's Board of Trustees. It publishes a quarterly bulletin, *The Caboose Kibitzer*, and holds an annual convention meeting that usually includes modeling clinics, local tours of layouts or prototype facilities, and model contests. The 2004 meeting will be organized by the Gateway Division and will be June 4-6. Annual membership in the Mid-Continent Region is \$6 and runs concurrently with membership at the National level.

The Gateway Division is well represented on the regional and national levels of the NMRA. Its members actively promote the modeling hobby through local monthly meetings, this quarterly newsletter, an annual train meet in the fall, participation in area train shows and other events, and a comprehensive website. Annual membership dues for the Gateway Division are \$3, with all memberships running from July 1 through June 30. Members who join mid-year are given extended memberships. In addition to the quarterly newsletter, a member directory is published listing names, addresses, and information about individual modeling interests. New members also receive a Division membership pin.

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

How to Join

Visit our website, complete the form at <http://gatewaynmra.org/membership.htm>