



Editor:

Richard Schumacher

Cover Photograph:

Richard Schumacher

This Issue's Contributors:

Moe Berk
Bob Boedges
Venita Lake
Michael Thomas

please write an article ...

Your name could be here!

Articles, photos and any other materials for publication are to be sent to the Editor. No payment can be made for publication of any materials. Regular issues are published quarterly: Spring, Summer, Fall and Winter. Subscription to the *RPO* is one of the services provided by membership in the Gateway Division. Send membership applications and renewals to the Division Treasurer.

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

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

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

All content is Copyright © 2004 Gateway Division NMRA unless otherwise noted.

Visit our website at www.gatewaynmra.org

In This Issue

Superintendent's Desk	2
Gateway Central XI Layout Raffle	4
O Scale National Convention	4
Christmas Toy Train Display	4
World's Greatest Hobby on Tour	5
Recruit a New Member	6
Gateway Central X	7
Division Minutes	22
Coming Events	24

On the Cover

Aerial view of the Gateway Central X (2003) project railroad. HO scale, 4'x6', switching with continuous run. See the layout photo tour starting on page 7. Photo by Richard Schumacher.

Superintendent's Desk

by Mike Thomas

It's obvious that everything the Gateway Division does is done by volunteers, and everyone reading this falls into one of two groups: those who have done some of that volunteer work, and those who have not.

If you're one of those who've never helped out with a Division function, or haven't done so in a long time, it's probably for one of three reasons. There are a few of you who really can't take part in Division activities at all, beyond reading the *RPO*, whether for reasons of health or geography or some other factor. Then there are those of you who are willing and able to help, but don't know what needs doing because no one has personally asked you to lend a hand with some specific task. And third, there are those of you who read or hear some general appeal for help (with clinics or the Fall Meet or the project layout or the *RPO* or whatever) and don't step forward because you don't really know what's

being asked of you. It's this last group I want to address first.

Let's say you're at one of our regular monthly meetings and I ask "Who wants to take care of refreshments at future meetings?" You'll probably just sit there with your hands in your pockets, because who knows what "taking care of refreshments" entails? But if instead you were looking at a list that said:

- A) Buy two bags of chips and one bag of pretzels.
- B) Buy four twelve-packs of soda – two cola (one regular, one diet) and two lemon-lime (one regular, one diet) and refrigerate overnight.
- C) Buy one bag of ice.
- D) Buy plastic cups.
- E) Bring everything to the meeting.
- F) Give the receipt to the Paymaster so you can get reimbursed.
- G) Take any leftover soda home for next meeting.

You might well look at that list and decide that it wouldn't be too tough an assignment, and so take your hands out of your pocket and volunteer to take care of refreshments. The key difference between your volunteering and not volunteering is that the job has been defined; you know what's being asked of you, and you know you can do it. And when a volunteer job isn't done well, it's usually because the job wasn't described well ("Napkins? Nobody told me I was supposed to bring napkins!") and not because the volunteer wasn't capable.

And that brings me to the second part of the column, addressed to all of you who do so much of the work all the time. I want you to do one more thing: write down what it is you do. We've got a great Division, and that's because you've been doing a fine job. But if you'd like some relief, we need to find a volunteer to help you out or even take your place, and

that's a lot more likely to happen if exactly what the job entails is spelled out. Moreover, your successor is a lot more likely to do a good job if he has a complete list of the tasks and maybe some advice about how to do them efficiently.

I know, you've got your hands full already. You're too busy putting out fires to take the time to develop a fire-prevention program. Me too. But it can be a quick-and-dirty job description to start with ("Bring soda and chips to meeting. Bring leftovers home.") with refinements penciled in as you think of them. ("Buy the soda a day ahead so you have time to refrigerate it. Oh, and buy cups, too. And ice.") And there will be some things you don't need to say ("A picnic cooler to haul the soda in is a good idea.") and some things you forget to write down (like the napkins), but it's not the end of the world. Writing down job descriptions might even help avoid the occasional coordination problem ("Does taking care of refreshments include the Holiday Party or not?"). More complicated jobs will require more complicated lists, but those complicated lists might show how the job can be split up between two volunteers, so it doesn't have to be so much of a burden for one person.

Sound reasonable? Good! So who wants to take care of refreshments at future meetings?

Mike Thomas, 314-664-0680
mathomas@speakeasy.net

Coming Next Issue

Gateway Division 2004 Fall Meet contest winners, Gardenland Express at the Missouri Botanical Garden, World's Greatest Hobby on Tour, making your own decals, and a preview of the Gateway Central XII project layout.

Gateway Central XI

On Sunday, September 26, 2004, Robert Steinmeyer of Worder, Illinois won the raffle for the Gateway Division's N scale Gateway Central XI project layout. The layout was delivered that afternoon, and Mr. and Mrs Steinmeyer say it's destined for their grandson, Brendan, now age 3.

Our thanks to Brad Joseph for chairing this layout, and to all those who donated materials and equipment for it, who helped build it, who transported it, and who sold chances on it. The project layout provides a significant portion of the funds we need to operate each year.

Gateway Central XII, an HO layout already in the planning stages, will be chaired by Brian Post. When you see Brian, please let him know what you'd like to do to help out.

O Scale National Convention Returns to St. Louis

Once again, the Big Bend Railroad Club in Webster Groves, Missouri will be sponsoring the 2005 O Scale National Convention. This will be the third time the club has sponsored this convention, with the other times in 1977 and 1997. This next convention will be held at the Collinsville (Illinois) Convention Center on July 15-18 (Wed-Sat). Details about it can be found at www.geocities.com/brrclub, writing to Registrar, 304 Christopher Place, Union, MO 63084, leave a message at (314) 845-3212, (314) 966-5227 or you can pick up an application form and information at our club at 8833 Big Bend Blvd. in Webster Groves, only on a Tuesday evening.

In hopes of making this convention bigger and better, we are also looking for additional help and participants. We

already have some members from a couple other clubs helping us, but there are several more positions yet to be filled. If you want to volunteer, call (314) 845-3212, (314) 966-5227 or send an e-mail message to bbrrc2005oscale@swbell.net. We are also looking for a few more people to do clinics and also those that have O scale layouts in the metropolitan Missouri and Illinois area that would like to be on a layout tour. The layouts could be standard or narrow gauge, two-rail or even three-rail. We are hoping to get a good mixture of 2 and 3-rail layouts since both have about the same popularity now. Those of you with clinics can contact Bob O'Neill at (314) 822-0426 to be scheduled and those of you with layouts can call Marty Glass at his shop during the day at (314) 638-8250 or Ken Rimmel in the evening at (314) 966-5227.

As always, everyone is welcome to visit our club and watch us run the Springfield and Ozark Railway on every first Tuesday evening of the month, inside our very own 1910 passenger depot, ever since our beginning in 1938.

Christmas Toy Train Display

Christmas Toy Train Display: Our NMRA Gateway Division member, Moe Berk reports that MetroLink is not the only railroad system on which he has been working. Bi-State Development Agency's Engineering & New Systems Development group employs Moe as a Project (Facilities) Engineer. Moe is also the Chief Engineer of the Missouri Ozark Eastern Railroad (MOE RR), an S Gauge, 1:64, or 3/16"=1'0" model railroad system. This is the 17th year that Moe and his model railroad club have built, installed, and operated "The Great Christmas Train Window" at the Downtown Famous-Barr Department Store, at the corner of 7th and Locust.

Moe tells us that in about 1975, he organized a small group of American Flyer Toy Train enthusiasts, known as the American Flyer "S" Gaugers of the St. Louis Area, or AFSGSLA. He says that the idea for the Famous-Barr project developed in about 1986-1987 when the club members realized that the traditional Christmas Toy Display Windows, they remembered from their youth, were no longer being produced. They approached the staff at Famous-Barr and found the idea well received. Since then Famous-Barr has provided the necessary materials, support from their graphics design group, and dedicated space for construction in their warehouse. Each year, the AFSGSLA club members begin working on the S Gauge layout in the warehouse about mid-summer and after they complete the construction, they "fine-tune" it, and then disassemble and crate it for transport to the downtown store. The actual installation into the corner window of Famous-Barr's downtown store typically takes about 2 days. This year the AFSGSLA club members completed the task on Saturday, November 6, 2004, and "The Great Christmas Train Window" will begin operation the week before Thanksgiving. Why do the club members do it? Moe tells us that they consider it their holiday season gift to the community. He also tells us that many of the club members and especially he and his wife, Rita frequently go to view the window after supper, when there is no sunlight glare off the glass. He says that the best part of those evening visits is standing back and watching the excitement and delight of young children. He encourages you to visit the window during the holiday season, and share the experience with a youngster – even if you have to borrow some neighbors' children. The window can be viewed at any time, and the numerous toy trains usually operate between 8:30 a.m. and 10:00 p.m. And

lastly, Moe challenges you to try to determine just how many trains are operating at any time.

World's Greatest Hobby on Tour is Coming to St. Louis

by Venita Lake

The World's Greatest Hobby (WGH) program, sponsored by the Model Railroad Industry Association (MRIA),



has selected St. Louis as the location for its second WGH on Tour event, and the Gateway Division, will be there to promote the hobby and membership in the NMRA.

On January 8-9, 2005, the show will be at America's Center in downtown St. Louis, the convention center next to the dome where we held the 2001 National NMRA Convention. Hours will be from 10 am till 8 pm on Saturday, the 8th, and from 10 am till 5 pm on Sunday. Admission is \$9 for adults and in FREE for those 16 and under.

This is a program designed to showcase model railroading and is intended to be exciting for model railroaders and fun for the whole family. Among the advertised attractions are operating model railroads, an exhibition on the Walt Disney Railroad Story, 200 booths of manufacturers and retailers, 100 trains for kids to operate (Thomas the Tank Engine Train Playland), Choo Choo Charlie the Railroad Robot, and demonstrations, seminars, and new products. In promoting the program to potential exhibitors, the organizers have emphasized that this is not just for die-hard modelers and it is not a swap meet, flea market or junk show. (And the cost of

booth space for manufacturers reflects that!) The program has budgeted over \$50,000 for promotion, so watch for coverage on television.

So why is the Gateway Division, with its many "die-hard modelers" participating? Organizations like the National Model Railroad Association, as well as model railroading manufacturers and publishers, need to keep current modelers interested in the hobby and tell future and wanna-be model railroaders about its many aspects and how to get started. We have a lot of enthusiasm for the hobby within our membership and we should share it.

Our current project railroad will be on display and we plan to present workshops, as well as on-going answers, on how to build a portable layout. We also hope to sell raffle tickets as our annual fundraiser. In addition we will have a 10' x 10' booth where we will promote membership in the National Model Railroad Association and answer questions about modeling and activities in our area.

St. Louis is the second of four shows scheduled this year. Let's show everyone what a great model railroading community we have!

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.

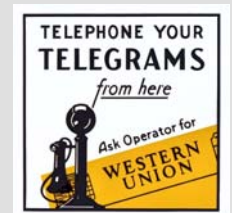
Call Mike Thomas at 314-664-0680 or 314-771-0680.

Recruit a New Member

The NMRA has recently created a special category of membership, available for a limited time, to recruit new members. The NMRA Rail Pass Membership is a six-month "trial" and includes six issues of the NMRA magazine *Scale Rails* for only \$9.95. It is for new members only and Rail Pass members will need to renew at standard rates. Rail Pass members can vote, attend conventions, and participate in contests, but cannot hold office. (The 2005 NMRA Convention is relatively near in Cincinnati, so do the math.)

If you know someone who has been wavering, stalling, or procrastinating about joining, this is the time to get them acquainted with the benefits of membership. We have membership forms available at meetings and swap meets and information is available on the NMRA website at www.nmra.org. The Division has decided that we will also send RPOs to these new members, when they join through us or otherwise identify themselves to us.

With all new and continuing members, it is important that we each support our organization by making an effort to get acquainted with visitors and newcomers, share our skills, and ask for help when we need it. Members of the Gateway Division are lucky to have a large number of active hobbyists in our vicinity, so let's take advantage of it.



Find signs to print for your model railroad at www.gatewaynmra.org/download.htm

Gateway Central X

text and photos by Rich Schumacher

The Gateway Central X project railroad was designed to offer switching and train operation action, while still providing a complete mainline loop for just running trains. The layout can be easily expanded in two different directions, and the 4'x6' size allows it to be transported intact in standard size minivans and SUVs. The design used Atlas Code 83 track, and two Walthers Code 83 curved turnouts.

As with previous project railroads, this layout has a 1'x4' wooden outer frame supporting a 2" thick foam surface. Two pairs of folding legs are bolted to 1'x4' cross supports attached to the frame.

Thanks are extended to Bob Amsler, Don Ayres, Ron Gawedzinski, Andre Jackson, Rick Lake, Rich Laux, Hank Kraichely, Randy Meyer, Don Taschner, Jack Templeton, and Richard Wegner who assembled and detailed the structures for this layout. One of the major challenges in constructing such a structure-heavy layout is in getting all of the buildings assembled. A special thanks is extended to Rich Laux who painted all of the figures which brought the layout "to life." All structures, figures and details (except for the vehicles) were permanently attached to the layout with epoxy.

Color versions of all these photographs may be viewed online at <http://www.gatewaynmra.org/project10.htm>



Track plan copyright 2002 Richard Schumacher. All commercial rights reserved.

The Division had purchased a number of the Bachmann Spectrum buildings "on sale." One of the design requirements for this project railroad was to incorporate as many of those as possible into the final layout. These wonderfully detailed, but large, buildings required a design featuring a "downtown" cityscape, and the selection of other coordinating online industries (as the Spectrum models are all offline buildings). A donated station and Proto 2000 industry were also incorporated into the track plan.

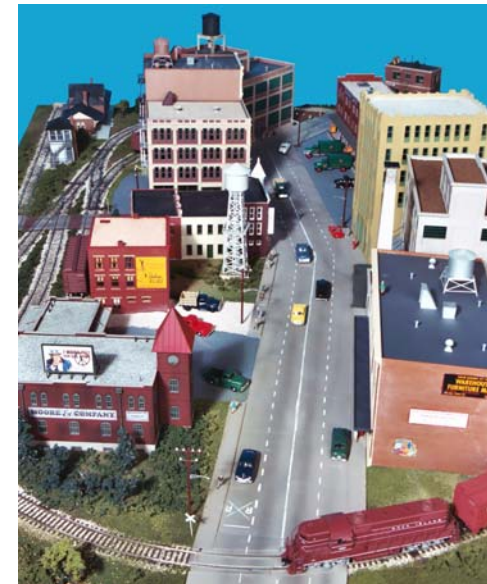
Walther's new Railway Express Agency building was selected as the "featured" online structure for this railroad. Two of these models were joined end-to-end to create an appropriately sized building. An "inbound" and an "outbound" track services this building. On the prototype, car doors would have been lined up so planks between the doors would allow access to the "outside" cars.



A photo "tour" of the Gateway Central X (2003) Project Railroad



Main street enters the layout at this end as a grand 4-lane road. Note how a siding with a small industry and concrete driveway, and a small hill, fills the space at the two corners.



Final details really make a huge difference. The telephone poles along the street, many figures and vehicles, various signs, and especially the weathering and striping of the street, make for a "complete" scene.

The street itself is a major structure, composed of Walthers concrete street system components (street, curb and sidewalk pieces) with straight and curved grade crossings created using Walthers street track inserts. Street system pieces are available as a complete design kit, or as straight sections only. Since this layout did not require any curved street pieces, it costs much less to purchase only the straight components.



Curb and sidewalk sections are included with ramps for driveway entrances. This subtle detail adds realism to your street.



The four sidings on this side provide for a variety of switching possibilities. The switchback requires advance planning to place cars within the large warehouse's dock bay, as the siding leading to it can only hold the engine and one car. The station track provides a location to set out a passenger car, or it could be the starting point for an expansion of this small layout. The "wall of buildings" focuses your view exclusively on this side of the layout. The brick street divides the layout into more scenes, and makes this side appear much longer than it is (5' 10"). The brick street offers interesting views of the buildings that make up our "business district" here on main street.



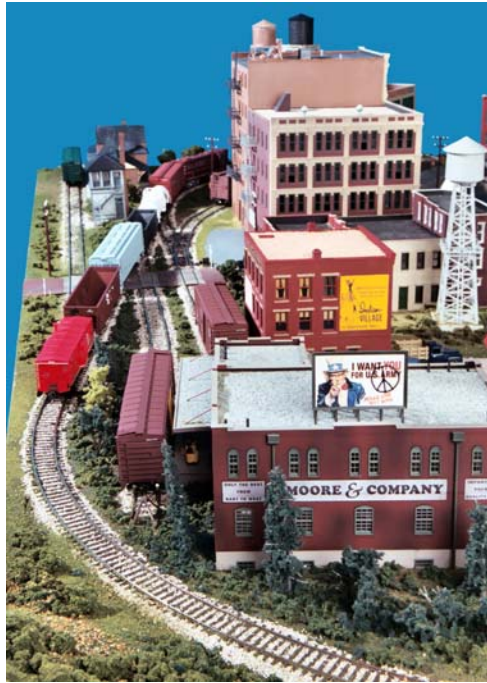
Each end of the layout was designed with "tall" buildings on one side and "shorter" buildings on the other. The "tall" buildings provide an effective viewblock, focusing your attention on the scene in front of you without the need for a traditional painted backdrop or divider. The shorter buildings offer a good view of the street side of the tall structures. The brick street provides a logical point to allow the "tall" buildings to switch to the other side of the street, increasing the "texture" of the skyline, dividing the layout into more scenes, and making it seem much bigger than it actually is. Notice the forklift, barrels, containers and other details on the Moore & Co. dock.



Although it takes patience (and a lot of cutting, filing and test fitting), Walthers street track inserts make excellent grade crossings for both the concrete and brick street systems.



"Merchants Row II" faces the brick side street, enhancing its importance as a street, and allowing an easy view of the front of this wonderful small structure.



The fire escapes convert the “boring” plain brick rear walls of these two Spectrum buildings into something much more dramatic and exciting. Note that painting them different colors was very important.

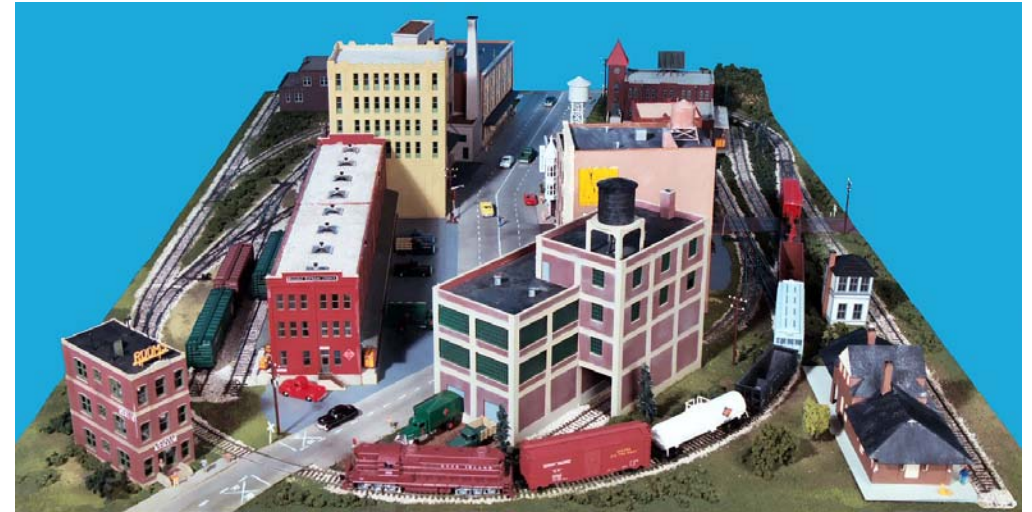


The mainline runs at an angle to the layout edge on this side, greatly improving the overall appearance. The station is located on the beginning of a branchline, which starts with a small interlocking tower, adding “railroad” character and providing a logical way of expanding the layout in the future. In the meantime, it provides a nice long siding to set out a couple of passenger cars, when you wish to switch from freight to passenger operations.

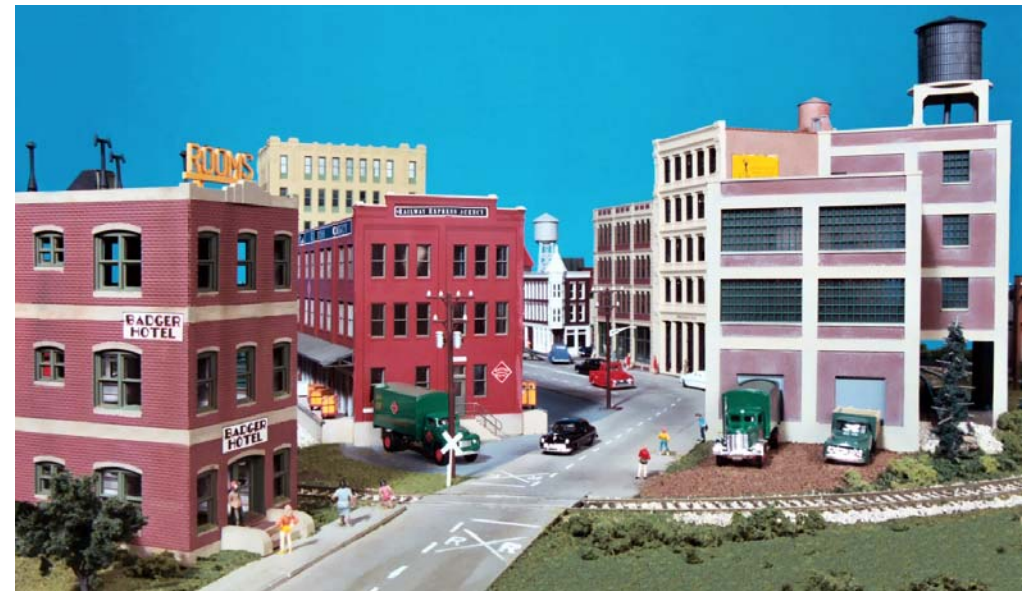


Even at “eye level,” the brick side street provides nice views in to main street, and the street side of the REA building.

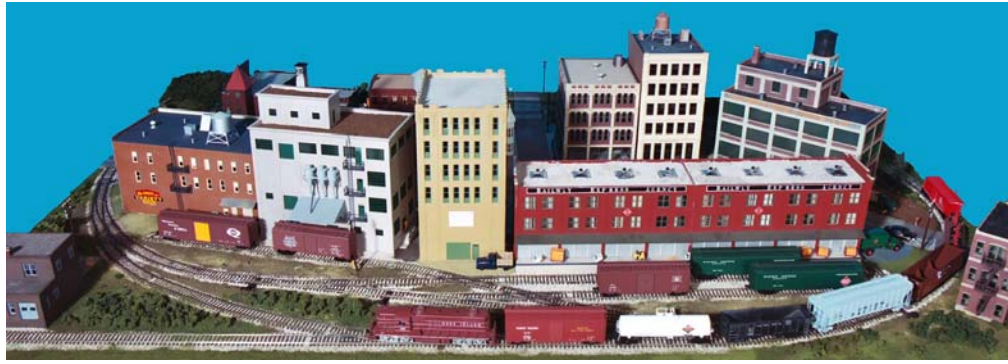
The Geo. Roberts building was selected for its strong industrial character as well as its interesting covered railroad dock.



Main street exits the other end of the layout as a smaller 2-lane road. The angles the road take, and its change in width, make it appear longer and avoids a boring straight-through view “from one end to the other” of the layout. A small hotel fills the space at one corner, helps separate this scene from the next side, and creates the “feel” that the city buildings continue as you follow this street off the layout.



All the curved track is standard Atlas code 83 18” radius sections, making curved grade crossings easy using the 18” radius pieces from the Walthers street track inserts kit. Since this is a small layout with relatively tight curves, a small GP-18 engine was selected along with mostly 40’ freight cars. A couple of 50’ cars, and a couple of 60’ “shorty” passenger cars, still look and run fine while adding some “texture” to the rolling stock.



Switching action continues on this side with four more sidings and a short engine run-around. The “wall of structures” separates this scene from the rest of the layout. The pair of crossings enhance the “big time railroading feel” while providing inbound and outbound tracks for the long Railway Express Agency freight house. Cars may be set out for both the variety store (where we added a small loading dock in back to make it an “online” structure) and flour mill. The layout’s only run-around (passing) siding is located on this side. The small industry in the corner was selected because it had a dock door on the right end of the building, placing it correctly to accept one boxcar at the end of its siding. This siding could also be used for future layout expansion.



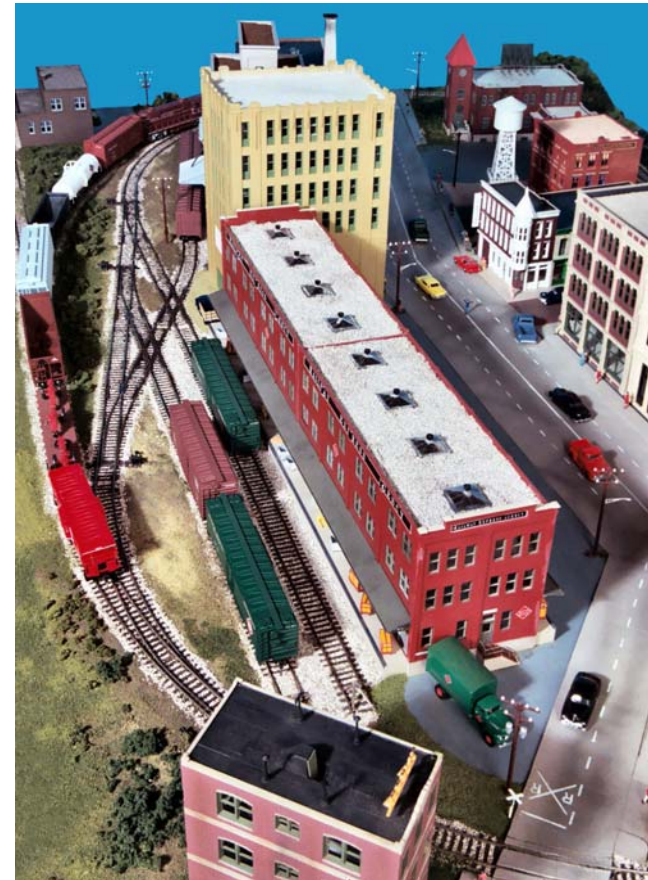
Although it is unusual to find a flour mill on main street next to an office building, the Walthers model is relatively inexpensive and has a lot of character. It is also an online industry, an important consideration for a switching layout, and can receive both boxcars and covered hoppers (letting you run another car type). The Metropolitan Building actually has five more stories, set-back from the first six stories. To keep this building “in scale” with all the others, the top section was left off and a replacement roof added.



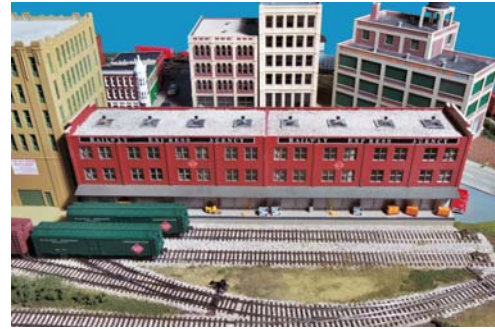
I always like to design in at least one dramatic “featured” element into these small project layouts. Although main street and the cityscape itself is pretty dramatic, I have always liked the look of a “traditional” three-story brick REA freight house, which at one time could be found in most cities.

Walthers new REA freight house effectively captures the look of these structures, but unfortunately the Walthers kit is way too short. They did design the kit to be easily lengthened, and that’s what was done here using two of the kits. Be sure to add view blocks inside the structure, and freight details on the dock, like we did here.

By the way, this model would make an excellent background building for most model railroads. Although Walthers now sells a “background” version, you are better off (from an economics standpoint) in purchasing a “full” kit and making the background version yourself.



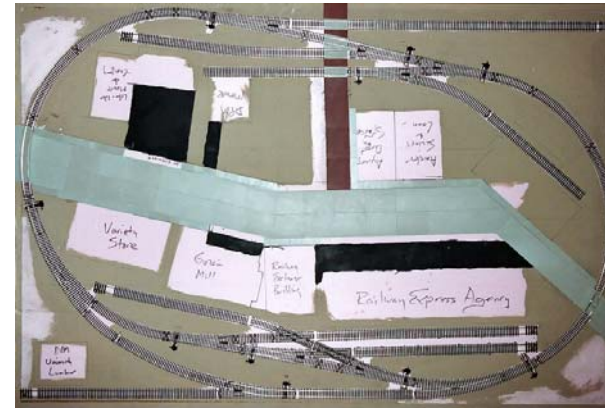
The three-story REA freight house is the “low” building on this end of the railroad. This allows a view of the front side of the “tall” buildings across the street. All those big windows “cry out” for interior detailing. Night operations would be quite dramatic if all the buildings were lighted.



A small concrete dock was added to the rear of the variety store to change it into an “online” structure. This required cutting the two door openings taller to allow the doors to be “moved up” to match the height of the dock platform. An easy conversion.

Each person assembling a structure added his own special touches – Don Ayres added a tile floor to the department store interior, Andre placed his children’s names on the printing company, Don Taschner did an individualized treatment to each of the stores in his merchant block – and each structure was lightly weathered. The different colors and construction types of the buildings make the city views visually appealing. The multi-color paint jobs, and multitude of signs, are very important to the “finished” look of each structure and the layout as a whole. Also note the close spacing of the buildings, much as you would find in a real urban area.

The blocks of buildings are large enough to completely dwarf the trains – just as they do in real life – an important part of the “look and feel” of this layout. The trains travel through the concrete, brick and mortar “canyons” of this city.



Track laying started at a History Museum event that was in coordination with the “Our World in Miniature” display.

After track laying was complete, the location of the roads and structures were carefully marked in permanent marker.

The street pieces were cut and assembled, and glued to the layout. Asphalt and dirt areas of the layout received appropriate color flat interior latex wall paint.

The layout was then airbrushed:

Rail brown and SP dark grey weathering of the track and ties

Concrete streets and sidewalks

Dark grey and brown weathering of the streets – an “oil drip” weathering down each lane, and weathering for the common turns

Additional foam sheet was added and shaped to form a couple of hills, and a few ditches were carved into the surface.



The structures were attached with epoxy, track was ballasted, and foam ground covers and bushes were added. A few trees & rocks completed the scenery.

Note the difference in the quality of the street’s appearance as paint, weathering, and striping were added.

Also note the various textures on the structure roofs – some have a gravel finish, while others simulate rolled (tar) roofing.

As this layout was designed for a single engine, it used a traditional DC throttle provided by Bachmann. The only gaps that were added were to prevent a short from the two power-routing Walthers curved turnouts (basically you need to gap all four rails at the frog end of one of these turnouts). This layout would run well with a DCC control system.

Bachmann Spectrum "Department Store", 160-88006
modeled by Don Ayres



Life-Like Proto 2000 "Moore & Company Warehouse", 433-1372
modeled by Richard Wegner



Walthers Cornerstone "Geo. Roberts Printing Inc.", 933-3046
modeled by Andre Jackson



Walthers Cornerstone "Merchant's Row II", 933-3029
modeled by Don Taschner



Walthers Cornerstone "Red Wing Flour Mill", 933-3026
modeled by Jack Templeton



Life-Like "Belvedere Downtown Hotel", 433-1339
modeled by Richard Schumacher



Design Preservation Models (DPM) "B. Moore Catalog Showroom", 243-104 modeled by Richard Schumacher



Bachmann Spectrum "Savings & Loan", 160-88008 modeled by Robert Amsler



Bachmann Spectrum "Variety Store", 160-88004 modeled by Ron Gawedzinski



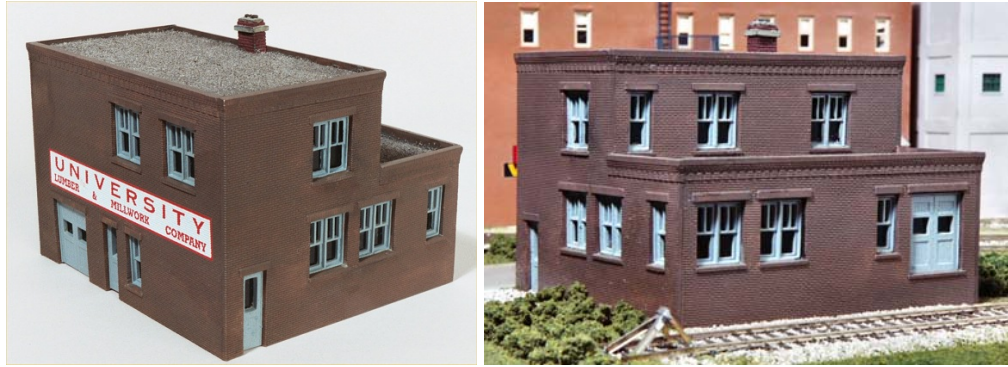
Walthers Cornerstone "REA Freight House", 933-3095 (2 kits) modeled by Rick Lake



Life-Like "Mainline Station", 433-1342 modeled by Hank Kraichely



Design Preservation Models (DPM) "C. Smith Packing House", 243-203 modeled by Rich Laux



Bachmann Spectrum "Metropolitan Building", 160-88003 modeled by Randy Meyer

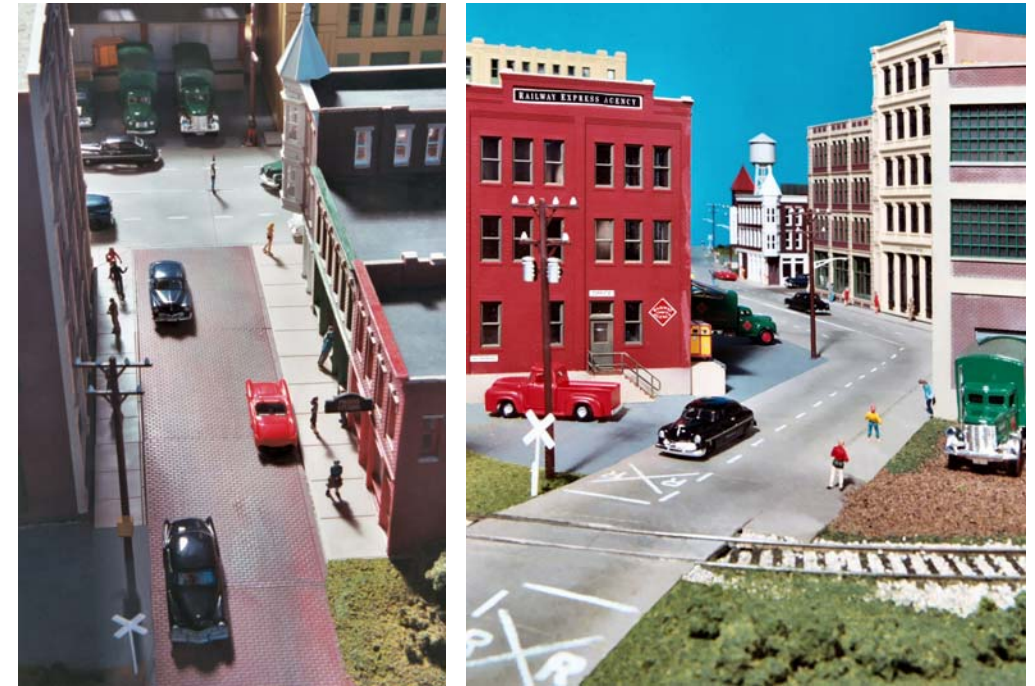
Walthers Cornerstone "Interlocking Tower", 933-2810 (preassembled)



Vehicles for the layout - IMEX, Athearn, CMW, and Life-Like



Walthers Cornerstone "Concrete Street System - Straight Sections", 933-3155
 Walthers Cornerstone "Brick Street System", 933-3139
 Walthers Cornerstone "Street Track Inserts", 933-3140
 modeled by Robert Amsler and Richard Schumacher



Division Minutes

Recorded by Bob Boedges, Clerk

Gateway Division Meeting Minutes for May 17, 2004

The meeting was called to order by Superintendent Mike Thomas at 7:02 PM. Superintendent Thomas introduced Richard Schumacher who presented a fine clinic on "Model Railroad Photography." Richard's presentation was well organized and very informative. He covered both film and digital formats with a heavy emphasis on the newer digital technology. We thank Richard for his presentation to our membership.

Business Meeting

The business meeting was called to order by Superintendent Thomas at 8:40 PM.

Visitors: Three visitors were in attendance; Rob Robbins, Fred Stephan, and Paul Bishop.

Minutes of the April Meeting: The minutes of the April Meeting were distributed. The spelling of Hough School under "Kirkwood Club" was corrected.

A motion to approve the minutes as corrected was made by Richard Lake, and seconded by Robert Amsler. The corrected minutes were Approved by a voice vote of the membership.

Treasurer's Report: A printed copy of the one month treasures report (April 18, through May 17, 2004) was distributed. The report indicated an ending balance of \$29,800.82. There were no corrections, additions, or questions. Bob Amsler moved for acceptance of the report with a second from Gregor Moe. The report was Approved by a voice vote of the membership.

Old Business:

AP Awards: Don Taschner did not have any awards to present. He asked for help with the contest at the upcoming convention.

Merchandise Sales: There was no report on merchandise for sale.

RPO: The Winter Edition has been delivered. The Spring issue is going to press. The Summer issue deadline for articles, etc. is the end of June. Copy will include convention photos, and information. More articles are always welcome.

Membership Directory: Superintendent Thomas pointed out that the deadline for submitting corrections has passed. Venita Lake reported she had received a lot of corrections, but because of the convention preparations she had not started to process the information. She will still accept corrections.

Regional Convention Report: John Schindler reported that the convention would be held June 3rd through June 6th. Randy Meyers reported on door prizes from 33 donators totaling between 60 and 70 items to be given away. Schindler asked for any additional registrations. Jim Anderson reported a current registration of 155. Schindler put out another plea for volunteer help introducing clinics, etc. There was some discussion of a "crew list" which could be posted at the registration desk. In addition there will be a "ride board" for people needing transportation to the layout tours. Venita Lake reported she has contacted the Channel 5, "Eye on St. Louis" show to promote the train show at the convention. She asked for volunteers to attend that activity. Superintendent Thomas reported on two "hands on" clinics. Rich Laux is doing his people painting clinic and Pete Smith and John Kalin are presenting a laser kit assembly session. Both sessions have limited seating and a \$15.00 additional fee. Registrants will be able to keep their projects and tools. Members were encouraged to let Thomas know if they were interested in participating to insure that they had a place in the sessions. Don Taschner announced that all of the contest judging will be merit judging. This will provide members with the opportunity to receive their merits and AP Awards toward their certificate. Superintendent Thomas also indicated that there was still room for registrants on all of the prototype tours. Morning tours will be leaving from the Convention Center at 8:00 AM, and one afternoon tour will depart at 1:00 PM. The schedule of all activities is posted on the web site.

New Business:

National Rail Historic Society Silent Auction:

Mary Birdsell announced a silent auction including old books, timetables, and other railroad memorabilia donated by society members. The auction will be held at Brooking Park on Wednesday, June 2 at 7:00 PM.

Kids.US Web Sites: Richard Schumacher reported that the U.S. Congress passed legislation funding web sites which would be

guaranteed to be child friendly. The web sites are to be designed to appeal to children through high school age, and they cannot be linked to any other site. The content must be approved before the site can appear on the web. Only 13 web sites have been approved to date. A child friendly site about model railroading would very likely attract national level press coverage. Such a site would be very visible, and would fulfill our educational mission as a Division of NMRA. The cost would include a \$250.00 fee for approval of the content, and \$40.00 monthly to maintain the site. The real problem is in the development of the content. Schumacher indicated that he has contacted the National NMRA office to determine their level of interest in the project. Superintendent Thomas asked for reaction from the membership, and some discussion with regard to the likelihood of a child actually seeking out such a site. Most of the sites seem to be targeted for the younger children up to age 15. Some concerns were expressed with regard to the cost per year. Bob Boedges suggested that the allocation of approximately \$700.00 a year to support this site would be an excellent use of the Division's money. No motion was required to continue consideration of this item.

Layout Tour Signs: Superintendent Thomas reported that the new layout tour signs featuring the traditional railroad cross bucks as suggested by Pete Smith would cost approximately \$325.00 for 25 signs.

The signs would be "sale size," in yellow with black lettering on both sides. Bob Boedges moved we approve the expenditure. The motion was seconded by Mike Satke. Discussion included the use of the old signs developed for the National Convention. These signs are at various members homes and some concern was voiced about locating them and redistributing them in time of the show. The motion was amended to include the statement that the new signs would be purchased if we could not locate enough of the old signs. Some further discussion involving our record keeping with regard to the materials owned by the division and doing a better job of controlling our inventory. Superintendent Thomas once again pointed out the need for a "quartermaster" to maintain our records. The motion as amended was Approved by a voice vote of the membership.

Future Clinic Presentations: Rich Laux is now in charge of arranging the clinic sessions for the regular meetings. We always need volunteers to provide clinics and at this point we only have sessions scheduled through September. Superintendent Thomas announced the following clinic sessions for future Gateway meetings:

June 21 – Grab Bag of members, Modeling Tools

July 19 – Jerry Smith, Open House at Augusta Station (no business meeting)

August 16 – Dave Roeder, Background Painting

September 20 – Hank Kraichely, New Thinking for a New Layout

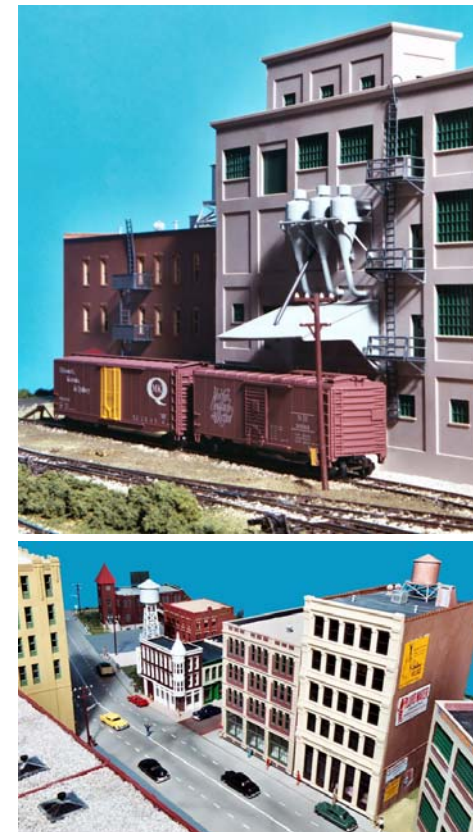
Screen Donated: Superintendent Thomas thanked Don Taschner for the donation of a small screen to the Division to be used in clinic presentations. The membership expressed their gratitude with a round of applause.

Open Houses / Layout Tours: No Report.

50/50 Drawing: The winning ticket for \$21.00 was held by Richard Laux.

Adjournment: A motion to adjourn was made by Richard Lake and seconded by Gregor Moe. The motion was Approved by voice vote of the membership.

Attendance: There were 36 members in attendance.



Coming Events

by Venita Lake

Do you know of an event of interest to other Gateway Division members? Send the info 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).

Saturday & Sunday, January 8-9, 2005
World's Greatest Hobby on Tour,
America's Center, 701 Convention Plaza
(downtown St. Louis), 10 am – 8 pm
Saturday and 10 am – 5 pm Sunday.
Admission \$9; 16 and under Free.

Saturday, January 22, 2005
Trainfair 2005 sponsored by St. Charles
Model Railroad Club, Heart of St. Charles
Banquet Center, 5th Street & I-70,
St. Charles, MO. 9 am – 3 pm. Show,
swap meet and clinics. Admission \$4;
Children under 12 free with adult
admission. Vendor tables, \$20. Contact
Bob Fowler, (636) 398-4753, e-mail,
sfchief@earthlink.net. Website:
www.stcharlesrailroadclub.com

Saturday, February 12, 2005
The Dupo Show 2005 sponsored by
Dupo High School & Reynolds Railways,
Dupo High Gym, 600 Admiral Trost Drive,
Dupo, IL (I-255 Dupo exit #9). Swap meet
and operating layouts. Admission \$3, 12
and under free with an adult. Vendor
tables, \$12. Contact Dirk P. Reynolds,
(618) 286-3399, reynrail@htc.net

Saturday, April 2, 2005
Boeing Employees' Railroad Club
Railroad Swap Meet, 10 am – 3 pm. Note
new location: North County Recreation
Complex, 2577 Redman Road, St. Louis,
MO 63128. Admission \$3, Children under
12 free. Vendor tables, \$15. Contact
Wayne Schimmel after 6:30 pm, (636)
668-6313, whtehse@concentric.net