

RPO

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RPO

Winter 2011: Volume 19, Number 4

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Editor: John Carty

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

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On The Cover

A close up of Lafayette Tower along with a complete view of John Ellebracht's Tunnel Junction Diorama, which took first place at the model contest held at the Gateway Division's Fall Meet. Please see page 5 for more results from the contest held on November 5, 2011.

photos by Richard Schumacher

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Superintendent's Desk

by Hank Kraichley

HAPPY NEW YEAR!

Wow another year is in the record books. 2011 was a great year for the Division and 2012 looks like it will be even better.

This year will see the following fun activities:

The model contest is back and based on your input we will be using a DPM structure as the basis of the contest.

The Regional convention, sponsored by our Division, will be held from May 30 to June 3rd. Plan to lend a hand and take advantage of the 3 nationally known authors who are coming to St. Louis to make presentations.

September is picnic time and the NRHS and Gateway Division are planning a replay of last years' successful event.

November is Model Railroad month and the Division will be sponsoring the 11th annual Fall Meet.

There will also be new clinics, tours and our always popular November Holiday Party.

As you can see 2012 will be a great year full of activities and learning experiences. Please make a New Year resolution to attend some monthly meetings and share the fun of this hobby with your fellow members.

Under The Wire

by John Carty, editor

Happy New Year! I hope Santa filled your stocking with the goodies you desired. Of course for model railroaders, coal is not such a bad thing.

As the new editor, I hope to maintain the fine standards set by my predecessors. I also wish to thank Carolyn, Mike, and rich for their patience to my many questions. As one who has primarily been a writer (illustrations were a new frontier for me when I started submitting my own articles) who now has the opportunity to serve you as an editor, I am open to any suggestions any of the

Gateway Division members would like to make.

In the way of introduction, I have a member of the NMRA since July of 2001. I am married with eight children ages 3 to 21, two dogs, and two cats. I have a personal interest in the Wabash. My layout depicts a portion of the East St. Louis and Suburban System in 1955, complete with interurban, trolleys, freight motors, and (horrors) diesel. Of course the prototype ended interurban and street car passenger services about twenty years earlier in the 1930's. I am also the manager for the contest at the annual division Fall Meet. Enough about me.

One change appearing in this issue is the column "Tricks for Tracks," which hopefully will provide a forum for the exchange of sentence of paragraph length techniques related to model railroading. Although the column in this issue contains tips from a group of "old hands," I encourage all members to share their old and not so old tips, tricks, and subterfuge with the rest the Gateway Division. I hope to provide an opportunity to those members who have never submitted anything for publication to take advantage of this opportunity to get something published. One caveat: if you send me a tip which is several paragraphs in length, I *will* provide you with the opportunity to shine by requesting an article on the topic!

Speaking of articles, *The RPO* provides an outlet for the members of the Gateway Division, so please do not be shy in sending me material to include in future issues. You do not have to ask if I want an article on a particular subject, because if you find it interesting, so will someone else. I hope you enjoy this issue of *The RPO* and I look forward to serving you. John

Tricks for Tracks

I made a couple of center punches for starting drilled holes and for planting trees in Homasote. I use these frequently and they are easy to make. For a precision small center punch, I used a # 4 hard steel finishing nail that I ground the pointed end down to a sharp point then put in a collet type wood handle file holder. Don't grind off the head as it prevents the nail from being pulled out of the collet if the punch gets stuck in the material when you try to punch a deep hole in Homasote. I use it to make holes for signposts and guardrails. The other larger punch is made by sharpening the end of a cheap old Phillips head screw driver. It is used to plant trees in homasote & foam scenery. You can spend money & buy these from Micro Mark, but I prefer to make them and save the money for models and detail parts.

Submitted by Dave Roeder, MMR

An easy way to make corrugated metal pipes is to wrap a piece of aluminum foil around a threaded bolt and then unscrew it and use on the lay out.

Submitted by Gregor Moe

To improve the look of bushes made from lichen, cut pieces to the size desired and roll them in ground foam after spraying them with hairspray.

Submitted by John Carty

I saw this tool in the Micro Mark catalog. It is nothing more than a large sewing needle used to sew canvas and heavy material. The only thing you do is grind off half of the eye to create a 2 tine

"fork" which holds a very small amount of super glue between the tines by capillary action. I made a handle out of 1/4" wood dowel about 4" long. Just drill a hole in one end and use pliers to press the sharp end of the needle into an undersized hole in the dowel. I use my bench mounted wire wheel to clean the tool after a few uses when the super glue starts to clog the tines.

Submitted by Dave Roeder, MMR

One way to improve your models is through research and the Internet is a great source for information. It does not matter if you a prototype or freelance modeler. Knowing how it was built will help you produce a better model.

Submitted by Phil Bonzon, MMR

Permanent markers provide a great way to color model automobiles, as they provide a translucent color which mimics the finish of the enamels used on cars. Additionally, these marker provide an easy way to color lenses and stained glass.

Submitted by John Carty

I use mostly water based acrylic paints and over time the small bottles of paint start to thicken and will not flow well on a #20-0 striping brush. I found that an empty India ink bottle with an eye dropper top comes in handy for dispensing a controlled amount of thinner. I usually just squeeze out two eyedroppers worth and stir until the paint is well mixed. I also use this to dilute paint for airbrush application.

Submitted by Dave Roeder, MMR

2011 Fall Meet Contest Results

by line right justified in 9.5 pt Arial Italic

On November 5th the Gateway Division hosted its annual Fall Meet. This year's annual contest featured 56 entries of which 21 were judged to NMRA standards. A special thank you to our judges: Phil Bonzon, Richard Lake, Venita Lake, Chris Oestreich, Randy Meyer, and Don Taschner.

BEST OF SHOW

**1st Place Freight Car in both Popular Vote and Judged
Dave Roeder**



Traction

John Carty 1st Vote

2nd Judged in Diesel & Other

Steam Locomotives

Phil Bonzon 1st
Judged and Vote



Phil Bonzon 2nd Judged, 3rd Vote

Phil Bonzon 2nd Vote



Nicholas Mantia 3rd Vote

Diesel Locomotives

Dave Roeder 1st Judged (Diesel & Other) and 2nd Vote



Dave Roeder 1st Vote



Dave Roeder 3rd Judged (Diesel & Other)
(tie)



Dave Roeder 3rd Vote (tie)



Freight Cars

Dave Roeder 2nd Judged



John Carty 3rd Judged and 2nd Vote

Dave Roeder 3rd Vote



Dave Roeder 3rd Judged



Passenger Cars

Nicholas Mantia 1st Vote

Nicholas Mantia 2nd Vote



Don Taschner 3rd Vote



Non-Revenue Cars

John Carty 1st Judged and 1st Maintenance of Way

Dave Roeder 2nd Judged



Phil Bonzon 1st Vote (Caboose) Phil



Bonzon 2nd Vote (Caboose)

Don Taschner 3rd Vote (Caboose)



Non-Revenue Cars

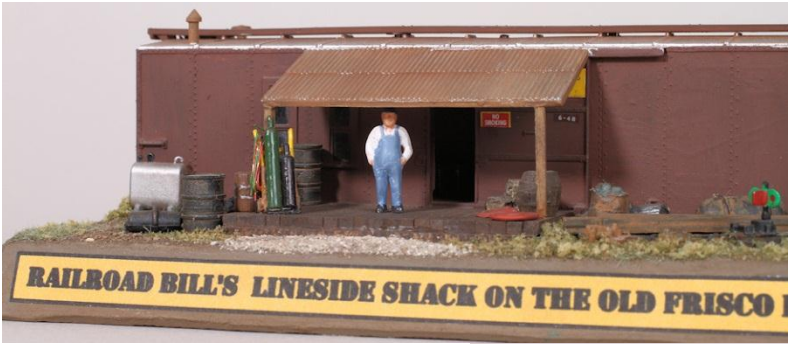
Steve Tietz 1st Judged and 2nd Vote (Online)



Richard Morgan 2nd Judged and 1st Vote (Offline)



John Carty 3rd Judged and 2nd Vote (Offline)



Dave Roeder
1st Vote
(Online)

John Carty 3rd Vote (Online)



Phil Bonzon 3rd Vote (Offline)



Whole Train

John Carty 1st Vote



Dave Roeder 2nd Vote



Prototype Photograph

Richard Schumacher 1st



Dennis Norris 2nd

Model Photograph

Richard Schumacher 1st



Chris Oestreich 2nd



Chris Oestreich 3rd



Diorama

John Ellebracht
1st

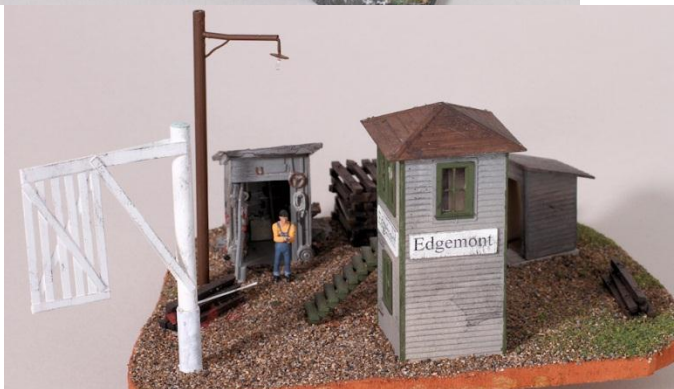


John
Ellebracht
1st



Joseph Sweet
2nd

John Carty 3rd



Sealing the Bottle

by Bob Johnson



One of the most frustrating moments in model railroading is when you open an “almost” new bottle of paint and discovered it is no longer usable. Sometimes it can be partially rescued by adding the manufacturer's recommended thinner but it often remains lumpy at best. It would be much better if you didn't have the problem to begin with! Happily, there is a simple, effective, and inexpensive way to save some dough and a lot of frustration.

For paints and similar fluids in bottles grab a zipper type sandwich bag from the kitchen.

Cut the baggie into squares about two inches on a side. Toss the zipper! When you finish your paint session use a rag or paper towel to wipe the lip of the bottle. Then center a square of plastic over the bottle and screw the lid on. The thin but soft plastic will make an air tight and long lasting seal. The same little piece of baggie can be used multiple times before you need to replace it. I have been using this technique for perhaps fifteen years and do not recall a time when the paint was so deteriorated that I could not use it. However, I do have to make the proviso that if the bottle is almost empty the only thing that will save the contents is to fill the bottle with nitrogen! See Figure 1 for all the exciting details.



Figure 1

The same problem, that is hardening, exists for heavier glues, caulks, and sealants. For example, it seems I never need more than a small part of any tube of caulk when I first open it. The little “click-on” caps that typically come with caulking materials will protect the goo for a few hours or days at best. A week or a month later when I need some more the darned thing has sealed itself solid. The sandwich bag material is too heavy for gooey stuff that come in tubes with tapered nozzles. The solution is to use a very thin, self-sticking plastic such as Saran Wrap. Tear off about four inches from a roll and wrap it several times around the nozzle. Then bend the overhanging material back over the nozzle. Continue wrapping

the nozzle with the rest of the Saran Wrap. Lastly, wrap a rubber band snugly around the nozzle. I discovered this secret about eight years ago. Since then I have had tubes of both latex and silicon sealant sit on the shelf for years that flowed with little difficulty

the next time I needed them. Figure 2 shows a tube of latex sealant all wrapped up. Baggie plastic or Saran Wrap also works with roll up (toothpaste type) and squeeze tubes with large screw caps. Unfortunately this technique doesn't work well with smaller tubes. The caps are too flimsy and tend to split open if you add any additional material between the tube and the cap.

Next time you open a bottle of paint or a tube of sealant try these methods and save yourself the cost of constantly buying new and the frustration of not having the right stuff when you need it.



Figure 2

Operation on the Webster Groves & Fenton RR

by Dave Roeder, MMR



Early operations:

The Webster Groves & Fenton RR was planned from the start as an operations oriented railroad. The goal was lots of switching and as many trackside industries as possible to create traffic. Attempting to duplicate miles of railroad in HO scale [60.8 Feet = 1 mile] is very difficult on a basement size railroad, so compromises had to be made regarding distance between areas of activity. The time period of the 1980's to 1990's called for longer trains, but I had to compromise on that

Photos by the author

as well. The finished railroad has a single track main line length of 123'.

My primary goal was to create an operating schedule that could be run in about 3 hours. I started out in 1994 as soon as the track work was down and some scenery was in place. The first sessions were very informal using hand written switch lists made up on the spot. I would invite a random group of guys over and we would run the switch lists as best we could. These early switch lists were the basis for my emerging operations schedule.

Getting organized:

In 1996 I decided the computer was a much more efficient way to keep switch lists. The next step was to get organized and put the trains in some sort of order. Since I was not interested in doing it exactly like any prototype, it was a simple matter to number the trains I had staged and send them out in that order. Trains with an out & back movement received

2 numbers to indicate outbound and inbound moves. This was the beginning of monthly operation on the railroad.

It soon became apparent that we had too many through trains, so I started tweaking the schedule and eventually created a total of 13 jobs that could be done in about 3 hours with a crew of 7 to 9. I was not able to eliminate all of the through trains on my first pass at a schedule. I still did not have enough trackside industries, nor did they match the freight we were trying to deliver. You can't have coal hoppers at a grain



elevator or tank cars at a rock quarry. I had way too many flat cars with nice loads and no place to deliver them. I had boxcars with roof walks and gondolas with rivets. This was when I entered into the brutal phase of "thinning the herd". I also began system wide replacement of plastic wheel sets and conversion from friction bearing to roller bearing trucks. All rolling stock was weighted to NMRA standards and couplers were body mounted.

I had to get rid of any freight cars that did not fit the era or were of no use on the railroad. I gave some away, sold some and finally arrived at a nice balance with 230. I will not add more, if I get something newer or better, then something else goes. It is a discipline that must be adhered to in order to run

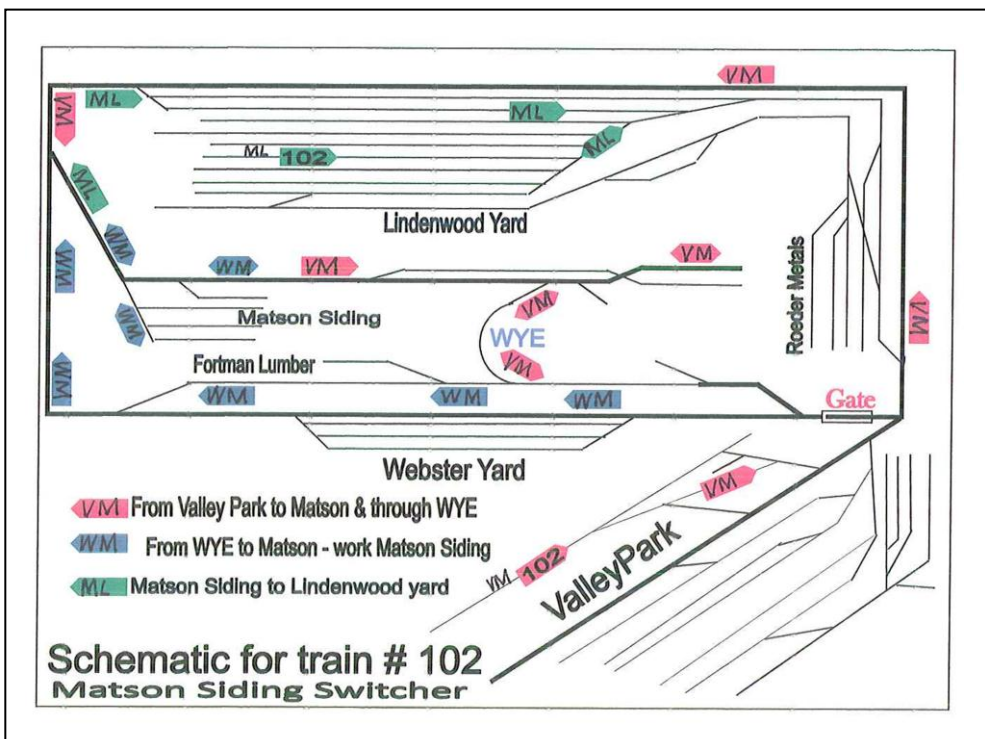
13 trains as scheduled. During this period I also revised several industries by replacing them with enlarged structures to handle more traffic. I soon realized the passenger depot was taking up too much room, so I made a serious revision that added the 25 car capacity Webster Yard. This had the added benefit of one more crew position. A scratch built Frisco depot now serves the railroad but does not dominate the real estate.

The details of operation:

Fast forward 15 years and here we are with operations controlled by one piece of paper for each job. In the past 10 years, the use of the computer to create track warrants, car cards, operating orders & switch lists has become more common and is an easy way to get your paperwork in order. While many still use car cards, waybills, switch lists, timetables and track warrants, I believe the single sheet Train Order done in EXCEL spreadsheet is the best method for operations on the Webster Groves & Fenton. Another feature of this system is that the jobs are re-set after each session so the paperwork remains the same. I run all jobs in reverse to re-set. This gives me an opportunity to correct problems such as missing coupler springs and car details that are inevitably damaged during the sessions. Another advantage: I get to run my own railroad once a month. My response to critics of this style of operations is this: If you run any railroad every month, eventually you come to know by the name/ number & makeup of a train where things go. You will not be delivering that string of coal hoppers to the grain elevator, nor will you set out those tank cars at the saw mill. This holds true for any operational system. I like to say it is not

wrong, it is just different. I do rotate a few cars now & then due to newer replacement cars that are 62' instead of 50' and so on. When resetting, I often move cars as far from the industry as possible to create work for the crews. Blind sidings provide storage for empties along with the need to work facing and trailing point moves.

numbered and turnouts are lettered. The control panels have full details showing numbered sidings as well as lettered turnouts. Manual ground throws are all close to the fascia. Stall motor switch machines are used on most of the turnouts. All of the turnouts on the main line are signaled to indicate position. Control panels at both yards and at Valley Park feature



Details for the operators:

The railroad has a single track main line with a loop for continuous running, but during operating sessions it runs as a point to point layout. A master schedule sheet provides the dispatcher with the overall game plan and features spaces to fill in crew names, throttles, and times. Each train order has notes describing the details of the switching moves. Sidings are all

red/ green LED turnout position indication. I use 1/4" diameter metal discs soldered to .031" music wire with turnout letters on them to assist crews in identifying the various powered turnouts in the switching areas. These can be rotated sideways for photography making them invisible. Blocks are identified on the railroad with end of block signs and yellow paint on the rail joints.

Operation aids:

Other operational aids include clearly marked names on all major areas of activity, place names and directional arrows for all destinations mentioned on the train orders. These items are all generated on the computer in EXCEL spreadsheet using Microsoft Word Art and Shapes. I provide hooks to hold the clipboards with train orders and schematics as well as cup holders for beverages. Pencils are provided for use in marking off cuts of cars on the train order as they are blocked. The floor is covered with black foam rubber interlocking squares and I have numerous bar stools for seating. Various devices for uncoupling cars are provided since everyone seems to prefer a different type. The most recent is a 1/4" wood dowel sharpened in a pencil sharpener.

Caboose tale:

The BN had gotten rid of cabooses by the 80's, but as late as 1993 there were still some holdouts. There was even one in the small Hall Street Yard in north St. Louis, MO. The yard crew used it to eliminate long walks in the cold when blocking cuts of grain cars. It had been taken off the books and somehow escaped the cutting torch. It was lost to the BN but not to the yard crews who made good use of it. My wife likes to see a caboose on the end of a train, so we run them on the WG&F. American Model Builders has released a series of ex NP and GN short wood cabooses that were painted

BN Cascade green. I built these up in BN paint as contest models just for fun.

Example of a job on the WG&F:

Train #102 The Matson Siding Switcher is a local that runs from Valley Park to Matson Siding then on to Lindenwood yard. Matson Siding is a maintenance & repair facility specializing in restoration of private passenger cars, AMTRAK certification, repair of freight cars and general rolling stock maintenance. They also do light maintenance & repairs on diesels.

WEBSTER GROVES & FENTON RR - TRAIN ORDER									
POWER : WG & F GP - 50 #9702					CABOOSE : WG & F #4001				
TRAIN NUMBER : 102 WG & F mixed freight from Valley Park to Matson Siding to Lindenwood Yard									
Train enters main at turnout VP									
Matson Siding Switcher									
RR	NUMBER	CAR TYPE	OAL	COLOR	Valley Park Originates	Matson Siding Set out	Matson Siding Pick up	Lindenwood Yard Terminates	
BN	7000002	Box Car	50	Green	See	43			
FWD	750034	Box Car	52	Green	Yardmaster	43			
BN	335180	Box Car	60	Green		42			
PLYX	1410	Box Car	55	Olive Green		43			
TCAX	30030	Box Car	54	PennCent. Grn.		43			
C&S	7003	Gondola	53	Mineral Red		45			
CB&Q	Silver Cliff	10-6 sleeper	82	Silver		48			
CB&Q	Silver Falls	10-6 sleeper	82	Silver		48			
CB&Q	Silver Maple	8-3 sleeper	72	Silver		47			
CB&Q	104008	Power car	72	Silver		47			
						Total: 10			
CIC	320	Gondola	53	Yellow				From sidings at Matson	5
DRGW	64147	Box car	50	Orange					5
BN	332159	Box car	50	Green					5
SLSF	44227	Box car	60	Red oxide					5
BN	219303	Box car	50	Green					5
FWD	126101	Flat car	60	Mineral red					5
SLSTA	97320	Power car	72	Blue/White					5
WG & F	8790	DomeObservation	72	Silver/Burgandy					5
						Total : 8			
A / B	1 Enter main line at turnout VP - proceed to Matson siding turnout G								
A / B	2 Proceed to turnout S [WYE turnout] end of power block for throttle A/B								
MA	3 Proceed through turnout S and continue until caboose clears turnout S								
MA	4 Reverse move train through turnout S into block 82[WYE move]								
FL-B	5 Fortman Lumber throttle picks up train as it enters block 82 - turnout G on Fortman Lumber control panel must be set for WYE move								
FL-B	6 When locomotive is clear of turnout G [block 78] throw turnout G and proceed on to main exiting Fortman Lumber at turnout A								
A / B	7 Proceed to Matson siding and reverse move into turnout G to work pick ups/setouts								
A / B	8 Exit Matson siding at turnout G and proceed to turnout E - Lindenwood yard track 5								
	9 Turn off power to track 5								

This provides ample opportunity to vary the cars coming to the facility.

The paperwork is typical of the jobs run on the WG&F during one of the monthly sessions. This train is put together by the Valley Park crew and has the power attached. Dispatch is notified of the status on #102. When a

road crew becomes available, the dispatcher contacts the Valley Park crew.

Getting out on the road:

Dispatch sends a road crew over to take 102 out on the main. The road crew takes the train order and checks the consist. Train 102 enters the main at the Valley Park turnout and proceeds to Matson Siding where the train enters the WYE tail track. It runs forward down the main & once the caboose is clear, the turnout is thrown for the WYE and 102 backs on to the WYE. When the locomotive is clear of the exit to the WYE, that turnout is thrown and 102 gets permission to use the main to proceed back to Matson Siding where it now has all trailing point moves working the siding. When all switching is complete, 102 gets permission from dispatch to move to Lindenwood Yard where it ties up.

Plan it, Build it, Run it:

There is no substitute for running regular operation sessions to gain experience and confirm your general direction as the railroad takes on a more finished look and the operating crew becomes more familiar with your overall operation scenario. Early sessions pointed out the need for changes in rolling stock and a switch from 6 axle diesels to 4 axle units. The reason for the change was the fact that shorter trains did not look correct with the larger diesels. These are things that were not evident when doing the track plan. A good track plan is still a requirement, but feedback from operators is critical when fine tuning the operation. The goal for me was to have a reliable smooth running railroad that was enjoyable to operate. A local OP-SIG expert once remarked that you can always get crews to come out once, but unless the railroad runs well

and is easy to understand, they will not return.

Please make plans to attend the upcoming Gateway Division Mid Continent Region Convention in St. Louis, MO May 31st to June 3rd, 2012. This will be an expanded NMRA Regional Convention featuring 3 full days of Model Railroading activities. The expanded schedule allows us to present 40 home layouts on tour, over 30 clinics and 3 prototype industry tours. In addition there will be the traditional train show with modular layouts to see and a banquet Saturday night at the National Museum of Transport. The Gateway Division is pulling out all the stops on this one, so mark your calendars and "Meet us in St. Louis" for a weekend of fun. For more information or to register, just visit our web site <http://www.gatewaynmra.org/2012>.

Division Minutes

by Don Ayres

Meeting Minutes for September 19, 2011

Hank Kraichely, Superintendent,
hkraichely@sbcglobal.net

Bill Linson, Assistant Superintendent

Phil Bonzon, MMR, MCoR Director

Don Ayres, Clerk, ayresd1@charter.net

Dave Lyon, Paymaster

Ron Gawedzinski, Activity Coordinator

CLINIC – Tonight, 15 members who received an American Model Builders structure kit from the Division in May returned those completed models for viewing, discussion, and of course popular vote judging. Two categories of judging were available: a Craftsman category for those who had won prizes in previous Division contests, and a category for all

others. All of the models looked great. Some were built pretty much as intended, but many were at least minimally modified, while others were extensively reworked. Prize winners in the regular category were: 1st George Spriggs, 2nd Venita Lake, 3rd, Bill Wiese. Bill's \$25 gift card was donated by member John Stork (Thanks, John!). The winner in the Craftsman category was: 1st Gregor Moe, 2nd Phil Bonzon. Each modeler got to talk about his creation while the votes were being counted. Thanks to all who participated. Also, thanks to Hank for organizing this event and getting the kits from John Heitzman of AMB for a great price!

BUSINESS MEETING –

The Superintendent called the business meeting to order at 8:07 PM. There were 32 members and 2 guests present.

Minutes of the Previous Month's Meeting

The minutes of the July meeting were APPROVED without comment. Approved minutes are published in our quarterly publication, the RPO.

Paymasters Report

It was a slow month for the Paymaster again. The major expenditure was for prizes for tonight's contest. Ron Gawedzinski inquired about the 23 cents income item. With much humor, Dave explained that PayPal made 2 deposits to our account to insure that he had entered the numbers correctly. No further questions. Report APPROVED as read.

Merchandise Report

Tim Stout said that inventories are getting low on all items. He recommended that we reorder, but no motion was made.

RPO Report

Hank reported that Carolyn is about finished putting the Fall issue together. She expects it to be mailed soon after Oct 1.

Directors Report

Nothing to report.

Activity Report

Ron talked about the recent joint picnic with the membership of the National Railway Historical Society. He thanked all the volunteers. Nearly 100 people in all attended!

Ron announced a new joint event – a rail fanning event at the Pacific Station Plaza in Pacific, MO. Groups participating with us will be the St Louis chapter of the NRHS, and the Rail St Louis group.

NRHS is sponsoring a presentation by Andrew Young on St Louis Streetcars. It will be at the St Louis County Library, Cliff Cave Branch, at 7PM on Thursday, 17 November. Gateway Division members are invited.

Achievement Program (AP) Report

Phil said that he was expecting to receive a plaque soon for his "Volunteer" certificate.

Monthly Meeting Clinician Report

Nov - Holiday Party – Bill Levin will speak on his recent trip to Australia.

Dec – "Bring it and Brag". Your opportunity to show off your exceptional model!

Old Business

Division Shirts – Dave Roeder found a new vendor to produce our polo shirts with the recently voted upon logo. He had an order form available, and stated that the new price will be \$33. Those who had paid more for the old/new shirt will have the difference refunded. CLOSED.

2012 MCoR Convention – The committee has met several times, and is moving along well in their planning: Ron announced that the following prototype tours would be available: Union Pacific car shop in Desoto, and Gateway Rail Services facility in Madison. He is also hoping to confirm with AMB. Forty-four clinics are scheduled (22 clinics presented twice). Four of the clinicians are being sponsored in from out of town including Tony Koester, Bill Darnaby, and Mont Switzer. Three operations sessions are planned at the homes of Randy Meyer, John Schindler, and Bob Johnson. Forty-one layouts have been identified to be open. This will be a 3 day

convention, not counting the Wednesday night registration. OPEN

MoT Display - Bob Amsler announced that the Museum of Transport in St Louis is remodeling and is planning to create all new displays with a focus on the Civil War. They have expressed an interest in having us create a display – a static display model railroad. Bob and Dave Roeder will meet with them and put a price tag on the display. At this time, they are not providing any funding, but donations are being sought. Target display opening date would be May 2012. After some discussion, a vote was taken. Seventeen members voted to express an interest to the MoT with 6 no votes. OPEN

New Business

Hank polled the membership about their interest in continuing with the model structure contest (we concluded this years' contest tonight). There was widespread agreement to continue, perhaps another DPM kit like we did 3 years ago. A complete scratch build structure was also discussed.

Tim and Hank both talked about the planning for the Fall Meet. Vendors are being lined up, and at least two clinics are scheduled.

Announcements

Jimmy Ables is now maintaining the Division's Face Book page.

Much of the old Hobby Station inventory has been bought by the new Hobby Station of St Louis store in Crestwood Plaza. He will stock mostly HO scale stuff.

Ron reminded everyone about the upcoming train show in Foster Pond, IL on 22 Oct, at the Dreamland Palace German restaurant.

50/50 –

Fifty two dollars was collected, and Jim Anderson won the drawing and took home \$26. The treasury was likewise enriched by \$26. Chris Oestreich won the Mark Twain Hobbies' gift card.

Adjournment

Richard Lake made a MOTION to adjourn the business meeting 9:00 PM. Bonnie Moe SECOND. The motion was PASSED by all.

Perpetual Announcements

The following items were not mentioned at this month's meeting, but will continue to be published with the minutes, space permitting, for the convenience of members:

The S-gauge convention.

Gateway Division Fall Meet.

Great Train Expo.

2012 MCoR Convention in St Louis, Holiday Inn Southwest (formerly the Viking), May 30 through June 3, 2012.

Meeting Minutes for October 17, 2011

Hank Kraichely, Superintendent,
Bill Linson, Assistant Superintendent
Phil Bonzon, MMR, MCoR Director
Don Ayres, Clerk,
Dave Lyon, Paymaster
Ron Gawedzinski, Activity Coordinator

CLINIC –

Phil Bonzon, MMR, presented an informative clinic about how he scratchbuilt his 5 arch long stone viaduct. He explained how he started with an idea, created his form, built a mold, created castings, and assembled and detailed the project. As usual, Phil brought along several items to show, and had a nice color handout.

BUSINESS MEETING –

The Superintendant called the business meeting to order at 7:50 PM. There were 18 members and 1 guest. Rob Kurtz has a 4 x 8 HO scale layout, but is now ready to go to a larger layout.

Minutes of the Previous Month's Meeting

The minutes of the September meeting were APPROVED with one change. Approved minutes are published in our quarterly publication, the RPO.

Paymasters Report

Dave was not present, so Jim Anderson presented the report with words that obviously came from Dave: "There's nothing in there that requires any attention" The activity did include shirt purchases and Fall Meet costs, which Jim detailed. Report APPROVED as read.

Merchandise Report

Tim Stout said he has one set of 36" wheelsets, and about 10 sets of 33". Phil made a MOTION to replenish the supply of 33" Intermountain wheelsets. Jimmy Ables seconded. Hank asked if there were any special orders, then took a voice vote. Motion PASSED. These wheelsets are sold at significant discount to members as a member benefit.

RPO Report

The Fall 2011 issue was just mailed out by Carolyn Kraichley, the interim Editor. Hank mentioned that we are still looking for a new permanent Editor.

Directors Report

Nothing to report.

Activity Report

Curt Regensberger shared his observations about the recent trip to the Pacific Station Plaza in Pacific, Mo, and talked about upcoming changes to the facilities and railfanning experience.

Achievement Program (AP) Report

Hank presented Phil with a certificate for Association Volunteer. He is already a Master Model Railroader, but has decided that he wants to earn all 11 certificates. He has 8 now. Way to go, Phil! He got a nice round of applause from the membership.

Monthly Meeting Clinician Report

Dec – "Bring it and Brag". Your opportunity to show off your exceptional model!

Old Business

2012 MCoR Convention – "Gateway to Model Railroading Fun – Meet Us in St. Louis". Hank says that the committee is continuing to meet

and is working out details. Nothing major to announce. OPEN

Fall Meet – A few more sales tables are still available. OPEN.

MoT Display – Dave Roeder said that the next meeting will be October 29 with himself, Bob Amsler, and the Museum of Transport committee. OPEN

New Business

Hank polled the membership about their interest in continuing with the model structure contest. This was presented as new business last month, and taken up again this month as it was presented to the "east siders". Last month, membership seemed interested in kitbashing another DPM kit. Phil Bonzon proposed building a scratchbuild structure made from paper products. Other clinic ideas were kicked around as well including painting and decaling, making trees, signaling, a hands on weathering clinic, and lighting structures. OPEN.

Announcements

Dave Roeder passed out several shirts to people who had purchased them. Orders are still being taken.

Hank talked about the Holiday Party coming up next month on November 21, our regular meeting night. Spouses invited! Bill Levin will present a slideshow.

50/50 –

Twenty six dollars was collected, and Curt Regensberger won the drawing and took home \$13. The treasury was likewise enriched by \$13. Kathy Brawley won the Mark Twain Hobbies' gift card.

Adjournment

Dick Wenger made a MOTION to adjourn the business meeting 8:26 PM. Gregor Moe SECOND. The motion was PASSED by all.

Perpetual Announcements

The following items were not mentioned at this month's meeting, but will continue to be published with the minutes, space permitting, for the convenience of members:

2012 MCoR Convention in St Louis, Holiday Inn Southwest (formerly the Viking), May 30 through June 3, 2012.

Meeting Minutes for November 21, 2011

Division Christmas Party – No business

NMRA MCoR Region & Gateway Division

The National Model Railroad Association (NMRA) is a world-wide organization dedicated to all aspects of model railroading. In order to bring the most benefit to its members, the association is subdivided into Regions, and each Region has a number of local Divisions. National dues are \$58 per year, and all members of the NMRA are automatically members of the Region and Division in which they live. The Gateway Division is part of the Mid-Continent Region, which represents Missouri, Kansas, Arkansas, Oklahoma, Nebraska, and parts of Iowa and Illinois.

The Mid-Continent Region publishes a quarterly bulletin, The *Caboose Kibitzer*, and holds an annual convention meeting that usually includes modeling clinics, local tours of layouts or prototype facilities, and model contests. Annual subscription to the Mid-Continent Region *Caboose Kibitzer* is \$12 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 subscription to the Gateway Division *RPO* is \$5, running from July 1 through June 30. Members who subscribe mid-year are given extended memberships. In addition to the quarterly newsletter, a member directory is

published listing names, addresses, and information about individual modeling interests. New members also receive a Division membership pin.

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

To join, visit our website and complete the form at <http://gatewaynmra.org/membership.htm>

Division Officers

Superintendent

Hank Kraichely

Assistant Superintendent

Bill Linson

Clerk (Secretary)

Don Ayres

Paymaster (Treasurer)

Dave Lyon

Division Director

Phil Bonzon, MMR



2012 Mid-Continent Regional Convention Registration Form

Gateway to Model Railroading Fun!

St. Louis, Missouri -- May 30 - June 3, 2012

To Register On-Line Go To: gatewaynmra.org/2012

Title	First Name	Last Name (please print)	Name to appear on badge
Registrant:			
NMRA Membership Number:		Expiration Date:	
Spouse			
Street, City, State, Zip:			
Email:		Phone:	
Member of SIG: RPM [] OP SIG [] LD SIG [] Scale: N [] S [] G [] HO [] O []			

	Quantity	@ Price	=Subtotal
<i>Primary NMRA Member Registration</i>		\$ 55.00	
<i>Primary Non-Member Registration - (Includes 6-month Rail Pass Membership - if eligible)</i>		65.00	
<i>Spouse Registration</i>		10.00	
<i>Thursday Prototype Tour - Gateway Railcar Services</i>		25.00	
<i>Friday Prototype Tour - UP Desoto Car Shops (includes Lunch)</i>		39.00	
<i>Saturday Prototype Tour - American Model Builders</i>		5.00	
<i>Saturday Awards Banquet (at the Museum of Transport - Open Bar - Tony Koester - Keynote Speaker)</i>		50.00	
<i>Golf Shirt - Blue with Gateway Division/NMRA Logo Size: S [] M [] L [] XL [] XXL [] XXXL []</i>		35.00	
<i>Train Show (Sat-Sun) Vendor Table</i>		30.00	

<i>Check or Money Order (Payable to Gateway Division)</i>	Amount:
<i>PayPal (Transfer Funds to: gatewaynmraconv@charter.net)</i>	Amount:

Return Form and Check (Paypal sends automatic receipt) to:

Gary Gross
5581 Baronridge Drive - # 5
St. Louis, MO 63129-3030

Site Hotel for all activities:
Holiday Inn
St. Louis Southwest (Viking)
10709 Watson Road, St. Louis, MO 63127
314-821-6600



Information : Contact Registrar (Bill Linson) at 636-220-6652 or email: blinson@charter.net