

# RPO

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Spring 2012  
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# RPO

**Spring 2012: Volume 20, Number 1**

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Editor: John Carty

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## On The Cover

*photo by Kenneth Rimmel*

Two trains seen passing on the Big Bend Railroad Club's longest bridge which measures a scale 480 feet in length (ten feet in O-scale) during a public run night. One of several bridges built by Robert Whelove, Bob was master in scratch-building scores of O-scale locomotives in his lifetime.

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## Superintendent's Desk

*by Hank Kraichely*

Well these are exciting times in the Division! A committee 12 people are busy at work to make sure you will really enjoy the Mid-Continent Convention.

There are a number of firsts for this convention including:

- A 4 day convention in place of the usual 3 day event

- 39 layouts to tour many, of being shown for the first time
- 18 presenters and 40 clinics for you to learn and enjoy
- Meet Tony Koester and other nationally know modelers
- A model contest with judging available
- A great BBQ at the Museum OF Transport
- A train show with dealers from all over the mid-west
- Door prizes

I think you will agree with me this is a convention you don't want to miss and it is in your back yard. Signing up for the convention is very easy just log-on to the Gateway website (gatewaynmra.org) and select the convention button. You can then register, select major tours and pay by credit card.

I hope to see all of you at the convention.

*Hank*

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## **Under the Wire**

*by John Carty, editor*

Spring is here ushering in Baseball, Softball, school concerts, and end of school activities. It also means that the Regional Convention will soon be upon us. The Gateway Division plays host this year and we all want to make it the very best we can.

As the division manager for the Model Showcase, I am taking this opportunity to invite one and all to bring in at least one entry for the judged portion, the people's choice awards, or both. If you have never taken part in a contest, try it. Everyone has a first time, which

provides an opportunity to hone skills. Bring your best and learn how others see it. At the same time, please provide positive feedback regarding the entries of other members. This is a first class opportunity to learn from fellow model rails as well as to find ideas and inspirations for your own modeling.

I have to say that the positive feedback and encouragement I received regarding my first issue as editor of the RPO really made my day. Thank you all for your kind comments. I hope you enjoy this issue as much as the winter issue.

*John*

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## **Tricks for Tracks**

An easy way to paint wheels is to use the Floquil markers. Hold the wheel and twist the marker around the wheel. Hold the marker at a slight angle to avoid painting the axle points.

*Submitted by Gregor Moe*

When finishing a model automobile, Sharpies provide a translucent semi-gloss finish which nicely mimics the enamel paint used on prototype vehicles. When applied to paper used for awnings on buildings, Sharpies provide a flat water resistant color.

*Submitted by John Carty*

For gluing up flat sided resin kit side pieces us styrene cement and attach a 90 degree angle piece to one of the resin sides. The styrene glue will hold the angle top the resin side then line up the other side and do the same thing. The styrene glue will hold the pieces together so you can then use super glue to bond the side permanently. Then the angle can be knocked off if

wanted. I learned this from the owner of Funaro and Camerlengo.

*Submitted by Gregor Moe*

When using super tree material to keep the branch structure free of leaves roll

the trees in a shallow pan of glue mixture rather than dunking the trees then pour the leaf material over the tree. The exterior of the tree will hold the leaf material and the inner branch structure will still be visible.

*Submitted by Gregor Moe*

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## **A Brake for the Swamp Level Route**

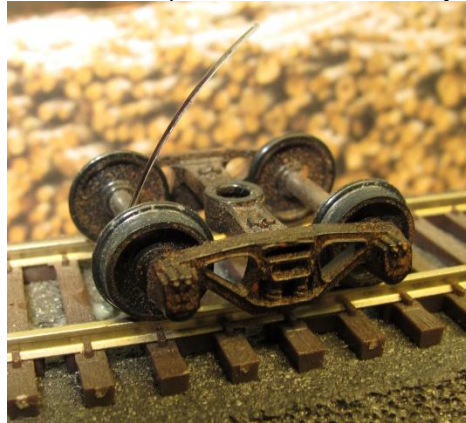
*by Robert D. Johnson*

In spite of my good intentions my poor carpentry skills got the better of me!

The HO scale Pseudo-Soo Line traverses the swamps and bogs of northern Wisconsin so you know that the topography must be fairly flat. None of this up and down the Rockies routine suited the patriarch of the Pseudo-Soo. Therefore, when I built the "new" Pseudo-Soo Line in St. Peters in the very early aughts (that is, in 2000) the intent was to make the darned thing as level as possible both to mimic the timid terrain of the tundra but also to make switching cars a piece of pie.

I used a "water level" (also called a "water level device," "water manometer," or "water tube level") to mark the primary bench work height every eight feet or so around the layout room. It was a first for me and I was far from expert. The technique goes back many years. Heck, old man Archimedes himself might have invented it! In the days of steam the water level was used to assure that the frames for the locomotives were perfectly level before all the pieces were permanently and solidly pinned together. If Lima could do it in 1925 for the two 40,000 pound main side frames of a 2-8-4 Berkshire I should be able to level the bench work in my basement.

A simple water level starts with an everyday garden hose. Add sight glasses at both ends, and fill with water. Of course, you have to open the opposite end to the atmosphere to let all the air out. Home Depot had the sight glasses in stock (probably primarily for leveling mobile homes) so it was not a particularly esoteric plan. Once you have it set up you can achieve excellent accuracy over relatively long distances, even around obstructions and corners. Thus, I should have been able to establish a base line height on the house support post in the center of the layout room and accurately transferred the level to anywhere else in the basement. If done right one can achieve accuracy of hundredths of an inch. In retrospect I now realize that my



**Figure 1**

50-foot hose was probably too long for the situation and I probably did not have all of the air bubbles out of it. In any event, I ended up with some minor ups and downs in the layout, just as there are in the swamps of Wisconsin! Prototypic topographic perfection! Unfortunately, with the super free-rolling trucks of today any car

left standing on even those minor grades will seek its level somewhere else, so much for sophisticated planning and execution.

Nylon mono-filament fishing line to the rescue! I bought a 275 yard roll of 20 pound-test line on sale for a buck. I chucked a #68 drill in a pin vise and hand drilled holes about a half inch deep between the ties wherever I felt a need for a little restraint. Depending on your roadbed construction you might try drilling the hole through a tie although it will make a stiffer brake. If you are using cork or foam roadbed over Styrofoam you can just push a quilting pin or perhaps a T-pin into the material to form the pilot hole for the fishing line. In any case cut off about two inches of line. Right off the roll the fishing line will have a bit of a curl so it might be useful to install the line with the curl pointing upgrade. That should slightly increase the resistance to the downhill load and decrease the effort to push the car up the hill pass the brake. Dab a little gooey cement on one end of the piece and shove it in the hole. Rubber cement, Walthers Goo, clear silicone caulk, "tacky" glue, Woodland Scenics accent glue, and many others will all work to lock it in place.

After the cement dries use a two axle truck from a freight car to establish the correct height for the brake. Photo 1 shows a brake installed before cutting it to length. The brake works best if the

fishing line extends to about the top of the axle or a little less. Use a rail nipper or fingernail clipper to accurately cut the fish line to length. Photo 2 shows the nipper ready to snip! You will get a little clickety-clack when cars pass over the brake but that should be music to your ears.



**Figure 2**

A single brake will hold several cars on grades of 1% or so. If most of the cars to be parked on a given track are of similar length you can place multiple brakes one or two car lengths apart to hold more cars. Photo 3 shows three hoppers held by two mono-filament fishing line brakes on the 3% grade up to my coal dock. The brakes are about 8.5 inches apart as shown by the yellow-headed quilting pins that I temporarily installed for illustration.



**Figure 3**

If you work in N scale you might want to try a lighter weight fishing line; if in S or

O scale a heavier line or perhaps fine music wire would be the way to go.

If I had to do it over again I would use one of the wonderful and relatively inexpensive laser levels that are now available to establish my base line in an open layout room as I had when I started. Of course, the room was cluttered with walls of moving boxes. I would have probably had to move a lot

of boxes to get the job done. If your layout wanders through several rooms a water tube device might still be a good choice to establish your own Water Level Route to avoid the need for brakes. On the other hand, if your layout is designed for Rocky Mountain highs you might still need a brake here and there to keep the gons and the goats from rolling down the mountain.

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## Scratch Building Freight Cars for AP Awards

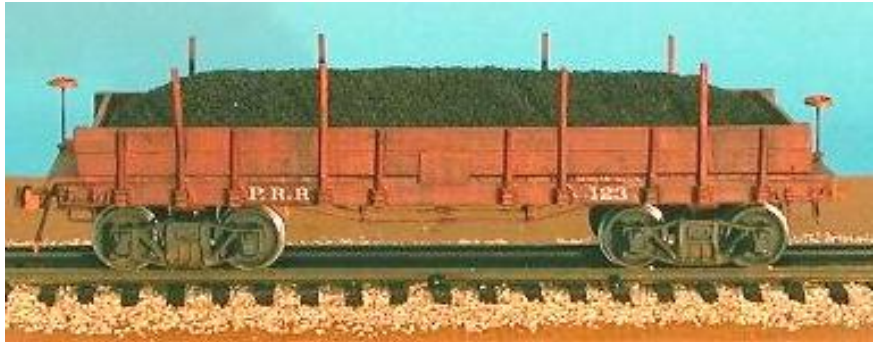
*by Dave Roeder, MMR*

The NMRA achievement program has a requirement that the applicant build a total of 8 pieces of rolling stock. Four of these must be scratch built according to the regulations as written. The other four must be super detailed [also according to the regulations].

One of the 8 cars must be a passenger

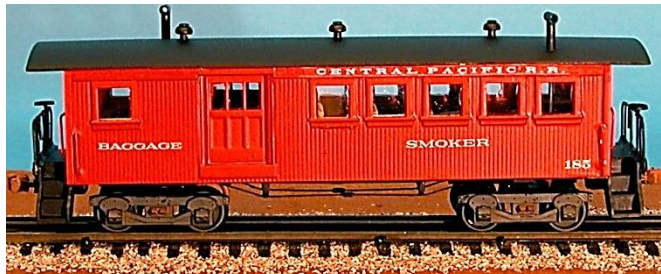
### Research, Planning and Design:

After reviewing the NMRA information, I decided to model early cars from the time period just after the civil war. This period from 1870 to 1890 and up to 1900 saw the beginning of standards for couplers and air brakes.



car. Additional requirements are that the four scratch built cars must all be different designs. Four wood box cars of the same design, but lettered for different railroads is not allowed.

Since I was not familiar with civil war era cars, I contacted Bob Amsler, who I knew was researching this period. Bob is also a model railroader and serves as legal representation for the NMRA nationally.



Bob put me on to several reference books on the Civil War era and the United States Military Railroad as it was known back during the Civil War. In addition there were two volumes of The American

Freight Car by John H. White [1993] and The American Passenger Car [ John H. White 1978] that gave details of the technological advances throughout the development of American Railroads.

With titles and author names in hand , I went to the Barriger collection at the University of Missouri, St. Louis and was able to copy pages from these books. Once I had the design information, I created detailed drawings for 3 freight cars and 1 passenger car that I would scratch build to qualify for the AP certificate in Cars. I drew the four cars in "O" scale [.250" = 1' 0"]. These four drawings were the basis for the construction.

### **Materials:**

I have always built structures and modified rolling stock using styrene so it was a simple matter to purchase Evergreen Styrene strip, rod and sheet to suit the sizes required. Early freight cars were of wood design, so even the frames were simple straight shapes. Large structural pieces such as the bolsters were made from .250" square stock. Other frame parts such as sills and cross members were made from strip stock of the proper dimensions. Car siding is available from Evergreen in scale 3" width scribing.

The detail parts such as grab irons and

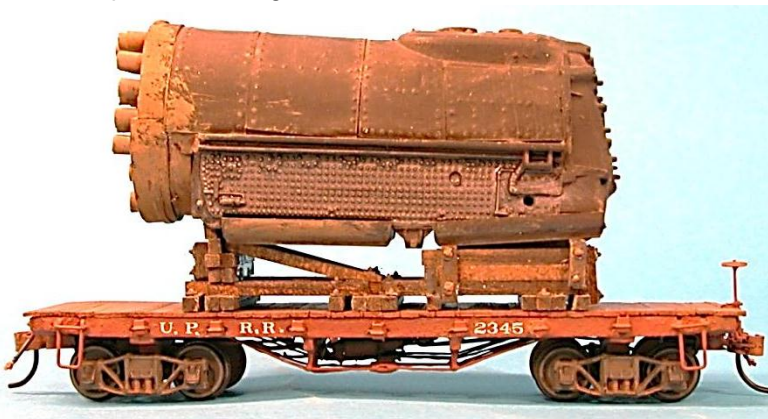
brake gear can be purchased individually, or you may go to a swap meet and purchase an old Varney, LaBelle Woodworking Co. or Liberty craftsman kit to get these parts as a set. An additional benefit of this approach is that you get a set of plans that you may use to construct your own scratch built version of a car. The only drawback is that the AP judging gives more points for plans drawn by the person building the car.

I made bending jigs to fabricate simple items such as grab irons. The brake rigging on early cars was much more primitive than on cars from the 1930's. Suppliers such as Tichy Train Group, Grandt Line and Kadee offer some very nice plastic parts with a high level of detail. I went to our local detail parts hobby shop Tinkertown in Ladue, MO. for these. In fact, I purchased all of the early style Westinghouse air brake sets in stock.

### **Construction:**

I started with the most basic of freight cars, a Carter Brothers flat car. This car was very primitive in that it had only mechanical brakes. Research revealed some of the railroads were reluctant to put any brakes on freight cars. In some cases the cars had mechanical brakes on only one truck. Passenger cars were

equipped with hand brakes as early as 1845. Early freight cars were not equipped with brakes since most railroads considered this expense unnecessary. Life was cheap and safety was not on the



minds of those in charge of the purse strings during this period.

a ¼" wood dowel handle to apply the ACC at the base of the grab iron.



Starting with the basic frame, a flat car is nothing more than a series of timbers cut to length and placed in a square jig to get 90 degree corners. Care must be taken to cut parts to exact lengths. A Northwest Shortline chopper is a good investment for this part of the job. I also use a 6" dial caliper to insure scratch built bolster heights are within .002" of each other.

I cut a set of planks for the decking from strip styrene. This is the easiest part of the fabrication. I drill and tap a #2-56 UNC thread for truck mounting screws in the bolsters and use a #0 -80 for the coupler mounts. Note: Kadee HO-N3 narrow gage coupler sets come with #0 sheet metal screws that work very well in styrene.

Grandt Line nut bolt and washer castings are available in most common sizes for details.

I also found drop type grab irons made from wire. These were very easy to install using a very small amount of ACC adhesive. I use a canvas sewing needle cut off on the eye end and pressed into

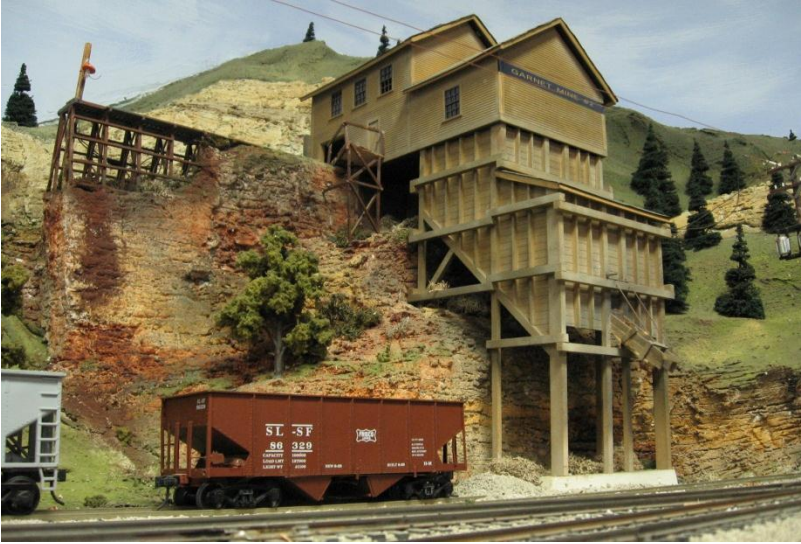
One step you must do when working in styrene is drilling holes for steps and grab irons. I have a set of drill bits from .013" to .040" in a small case. These are very handy for doing this work. I set my Uni-Mat Machining Center up as a vertical drill press and feed the drills into the work by moving the work on to the rotating drill. I find this gives better control and eliminates drill breakage. I also use an old beeswax candle to lube the drill before each hole.

If you have ever built a Tichy Train Group freight car, you now can have the pleasure of doing the same type of detail assembly work. The difference is you are assembling a "plastic kit" with individual components that you fabricated. Final assembly, paint, decals and weathering are all the same as on any kit.

Once you get started, these cars go together just like any other kit except that you made all of the major parts.



## Snapshots by the Model Railfan



One of two mines on the Springfield & Ozark Railway operated by the Big Bend Railroad Club in Webster Groves, MO. The train crew is out of view trying to figure out how to access hopper 86329, because all of its wheels are on the ground. I wonder if the hopper is loaded or empty?

*Photo by Kenneth Rimmel*



This photo was taken facing the entrance to the Bessemer iron mine in the Upper Peninsula of Michigan on the lower level of the peninsula on the Pseudo Soo. A pair of F7s make up the power end of the heavily loaded ore train (loaded with real taconite) ready to depart for the ore docks at Escanaba, MI on Lake Michigan. The ore train will probably require helpers on both the climb to Ladysmith (WI) and the climb from



An ART refer waits as the crew at Ice House #3 at the National Stockyards prepares to add ice and salt for shipping beef on the Daylines.

Photo by John Carty



This photo was taken looking west toward the tower at Heafford Junction, Wisconsin. The track crossing represents the now long abandoned Milwaukee Road line running north into Michigan. Photo by Bob Johnson



**A shot of 102 working the trailing point setouts on Dave Roeder's Webster Groves & Fenton.**  
*Photo by Dave Roeder*

When I put out the call for Cover Photos, I received more than I could use. Instead of just putting them in a file for later, I decided to share the work of the Division's membership. If the response continues, as I hope it does, this will be a regular feature in each issue save for the Winter Issue, when photos from the Contest at the Fall Meet will take its place. So, please keep submitting your snapshots to share with us.  
*John Carty, editor*

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## **Small Engine House Using Containers**

*by Bill Linson*

Using containers for the sides of a small engine house may seem a little off key, but the prototype of such a facility can be found in the yard at the R.J. Corman headquarters in Lexington, Kentucky (photo 1). When friend and resident of Lexington, Allan Silverberg, sent me the photographs, I knew there had to be a similar structure on the Paducah & Lake Erie (P&LE) Railroad in my basement.



**Photo 1**

Changes I am making include it being single stall instead of two as in the prototype, and theoretically not as well equipped. The model will also not be as long. Close-up views of the Corman engine house reveal a real ceiling - mine will have open rafters - and siding covering the sides of the containers - the building on the P&LE will be sans siding (why use containers if you are going to cover them).

**Planning started** by deciding how to condense the building. After some consideration of space, the fact that the P&LE is a “smaller and poorer” railroad than the Corman operation, and my own limited modeling abilities, I determined it will be two containers high as in the prototype, but only two



**Photo 2**

containers long, providing space for one engine at a time.

It will have, as stated before, open rafters, and a metal roof. There will be doors cut into each of the four lower

containers, and lights will be installed. Lights will be Minitronics 16V micro-bulb incandescent lights - I like the incandescent look for shop lights, and 16V will let me wire them right to the track bus with no resistors or anything.

As part of the planning, I stacked the containers as they will be in the structure and checked the clearances, both height and sides (Photo 2).

**Next steps are** cutting in the interior doors on the containers, building and setting the rafters, which are made from styrene, installing the lights, adding a minimum of interior detail, and completing the metal roof, also styrene. Finishing touches will be provided with small detail parts - electrical boxes, meters, etc. - on the structure's exterior.

While not a prototype recreation, it is based on a prototype.

*(Part 2 will detail the construction process and show the completed model in place on the Paducah & Lake Erie Railroad).*

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## St. Louis Railfanning



Kirkwood Station

*Photo Courtesy of Bill & Sue Linson*



Eureka, Missouri

*Photo Courtesy of Bill & Sue Linson*



Westbound Amtrak at Geyer Road

*Photo Courtesy of Bill & Sue Linson*

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## **Building a Drive-In Restaurant**

*by John Carty*

My layout depicts the Illinois side of the St. Louis, Missouri area circa 1955. To this end I keep on the lookout for a variety of area businesses from that era. One such establishment brought to my attention bore the unlikely name of “Dodo Burger.” Although this restaurant closed before I was born, I grabbed the chance to add an interesting vignette to the Daylines.

First, as I understand the restaurant operated as a drive-in hamburger joint, resembling, I suppose, Al’s from “Happy Days.” The place actually catered more successfully to families than teenagers. When it became a regular hang out for high school kids, the family portion of the business faltered, leading to the establishment

emulating its namesake. In the year I model, 1955, however, Dodo Burger had yet to go extinct.

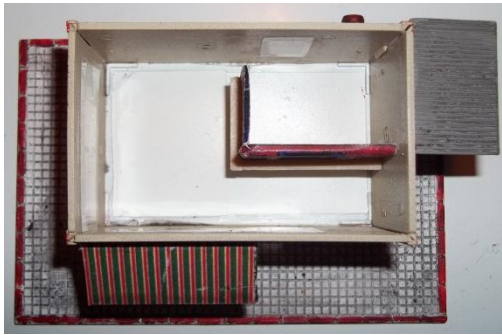
The first step in this project concerned a location for the business. To this end I picked a lot with an odd shape, which lent itself to a parking lot. The location chosen faces Main St. with tracks curving around one side and across the back. At the local hobby shop I found a Bob’s Hotdog Stand kit produced by Model Power. This little gem provided the perfect start for the project and helped define the size of the base required.

I constructed the kit according to the instructions with a few modifications. First, I removed the mounting tabs for

the inner walls and counter. Next, I added a floor of sheet styrene, shortened one inner wall, and mounted them toward the rear corner near the back door to the kitchen. I also added a kitchen vent to the back wall. Lastly, I trimmed the extensions for all but one of the sign boards which mount to the roof. I sprayed the roof and back of the signboards grey, the walls almond, and the underside of the roof as well as the faces of the signboards white. Next I brushed red acrylic craft paint onto the trim, smoke jack, and kitchen vent. I sprayed the base of the model white and painted the edges tan and the tops of the edges red. I washed the base, walls, and roof with black craft paint thinned with alcohol. I also dry brushed around the vents using black acrylic craft paint.

I used Microsoft Word to design and print decals for the sign boards. I applied these to the entire surface of the boards using the excess portions to provide a consistent color to the portion of the boards which remained unlettered. I cut a piece of styrene and applied the graphic sign to each side. I sprayed all surfaces with Testor's Dull Cote in order to seal the Decals and eliminate the shine of the gloss paint. A copy of the signs is provided below.

I cut a piece of 1/8" hardboard to the shape of the location and sprayed it gray in imitation of a concrete parking lot. Next, I located the where the building would stand and marked the base accordingly. I determined the location of the parking spaces required and cut white Trim Film into strips



Interior of Dodo Burger

measuring a scale three inches wide. These I applied using Champ Decalset. They broke up during the application, but fused back together with the application of the Decalset. I added pieces of sprue, measuring 0.010" in diameter, painted brown, as parking blocks to the two spaces needing them, which, according to my father who has memory for such details, were round



Front of Restaurant

logs in the 1950's. I affixed the sign to a piece of sixteenth inch diameter brass tubing painted red and inserted this sign into the hardboard parking lot.

A parking lot of this type requires light. I constructed three light poles from scratch using a modified version of the procedure outlined in the article "old Style Street Lights Made Easy and

Cheap” which appeared in volume 49 #4.5 Fall 2008 SouthErneR. First I cut a piece of eighth-inch brass tubing into pieces four inches long. I also cut a piece of sixteenth inch tubing two inches long. A quarter of an inch from one end I drilled a sixteenth inch hole in the side of the eighth inch piece of

tubing as well as a #66 hole a quarter inch below it. I also drilled a #66 hole in the sixteenth inch segment of tubing a quarter of an inch from the end. I soldered the piece of sixteenth inch tubing into the hole in the eighth inch tube with the hole in the smaller tube closest to the larger tube and facing the long end.



Then I cut one lead to a half inch length, stripping the wire to the bulb. Next I slid the longer wire down the 1/16” tube after gently bending the tube slightly at the #66 hole so as to pass the wire through the hole. I inserted the stripped lead into the hole when an equal length of the insulated wire

Finished model in place on the layout.

remained. After straightening the

<i>Dodo Burger</i>		<i>Dodo Burger</i>	
<i>Malts</i>	<i>Ice Cream</i>	<i>Burgers</i>	<i>French Fries</i>
<i>Malts</i>	<i>Ice Cream</i>	<i>Burgers</i>	<i>French Fries</i>
<i>Dodo</i>	<i>Dodo</i>	<b>Decals Used</b>	
<i>Burger</i>	<i>Burger</i>		
			



smaller tube, I inserted the wire into the #66 hole in the larger tube and slid it down and out the longer end of the tube. I drilled the hole in a sequin with a 1/16" drill and slid a 1 ½ volt bulb through the hole, securing the sequin in place with Zap a Gap. I filled the top of the pole with wood putty.

After covering the bulb with a short length of tubing, I sprayed the entire assembly brown. Next, I streaked a little black on the poles for creosote. I installed the three of these light fixtures onto the parking lot and then secured the building as well. I drilled a hold in the assembly inside the building and added an interior light. Finally, I added the figures and vehicles. Now, I think it is time for a burger. Fries anyone?

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## Division Minutes

*by Don Ayres*

### Meeting Minutes for December 19, 2011

**CLINIC** – Tonight's clinic was "bring it and brag". Several modelers brought in examples of their detailed or scratch built (in the case of Dale DeWitt's scratch built steamer!) models. An open discussion about the models was enjoyed by all.

### **BUSINESS MEETING** –

The Superintendent called the business meeting to order at 8:10 PM. There were 14 members and 1 guest present.

#### Minutes of the Previous Month's Meeting

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

Paymasters Report Dave stated that he had left the report for the period Oct 17 – Nov 20 at

home. That report contains the final numbers for the Fall Meet where we netted approximately \$1100. He did present the report for Nov 21 to Dec 18. The biggest expense on this report was Holiday Party expenses. Report APPROVED as read.

Merchandise Report Tim said that we still have 8 packages of 33" wheels and one pack of 36". The new wheelset order that was voted on last month has technically not been placed yet. Hank will get this going next week.

RPO Report Hank announced the new RPO editor is John Carty. Jimmy Ables mentioned that John is ready to accept articles for the next issue.

Directors Report Phil was not in attendance. Hank stated that the officers are looking over his draft of the 6 month report to Mid-Continent Region.

Achievement Program (AP) Report No report.

#### Monthly Meeting Clinician Report

Bill has these two clinics lined up:

January: How to make your own static grass applicator at home. Steve Brawley will present.

February: Dave Roeder, MMR and Pete Smith, MMR will present a clinic on their technique for building trees.

Bill solicited comments from members about clinics that they would like to do or see.

Old Business 2012 MCoR Convention – "Gateway to Model Railroading Fun – Meet Us in St. Louis". Hank says that our website now has the registration form available.

Registration forms will be published in the RPO, and Kibitzer. Dave has also prepared an article for Railroad Model Craftsman with a tie-in to the convention. OPEN

Fall Meet – As stated above, we netted over \$1100, with around 300 paid attendees. 40 vendor tables were rented. CLOSED

MoT Display – Dave Roeder said that the location within the Museum of Transport has been changed. He also said that the museum has no money to contribute towards the

project. Dave suggested that he would build the layout in 3 sections in his garage. At some point during construction, it would have to be transported to the museum. They don't seem willing to provide us a space to complete construction. The proposed static layout will be approximately 6 or 8' by 12', and based on Civil War era City Point, Virginia. Dave estimates the cost at \$5000. There will be another meeting between Dave, Bob Amsler, and MoT personnel next year. OPEN

New Business A ballot for election of new officers for 2012 was mailed out with the recent RPO. John Hardy was not present, so the results of the election were not announced. OPEN

Announcements Shirts continue to be for sale. Dave Roeder has 3 shirts that members have not picked up yet.

50/50 Sixteen dollars was collected, and Hank won the drawing and took home \$8. The treasury was likewise enriched by \$8. Pete Smith won the Mark Twain Hobbies' gift card.

Adjournment Don Ayres made a MOTION to adjourn the business meeting 8:26 PM. Ron Kraus SECOND. The motion was PASSED by all.

## January 16, 2012

**CLINIC** – Steve Brawley presented a clinic on how to make a low cost static grass applicator. This applicator works the same as commercially available applicators costing 10 times as much. It uses static electricity to make commercially available grass ground cover stand on end for a more realistic appearance. He had a completed applicator available which was passed around, all the parts required which he passed around, and also built one on premises. Steve donated the one he built tonight to our raffle held at the end of the business meeting, and provided a printed set of instructions for everyone to take home. Thanks, Steve!

## BUSINESS MEETING –

The Superintendent called the business meeting to order at 8:12 PM. There were 31 members and 8 guests present. Kevin Casarez is just beginning to rediscover the hobby after pulling his dad's HO equipment out of the attic. Mark Bauer is working on modules for his grandsons. There were also several lady visitors from a local doll house club invited by tonight's clinician.

### Minutes of the Previous Month's Meeting

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

Paymasters Report Dave had some activity to talk about this month. Income for the upcoming MCoR Convention is starting to come in, both in table rentals and registrations. The \$225 expenditure is a "rent" donation to the O'Fallon VFW hall. We pay for rental of both meeting spaces, and match what we pay to Trinity Lutheran Church. APPROVED as read.

Merchandise Report Tim said that we are out of wheel sets until the next order arrives. Hank asked Tim to get some HO scale gauges from National to have on hand. Tim asked if there was any last minute requests for items to be purchased from Intermountain.

RPO Report John Carty was not present. No Report.

Directors Report Phil announced the last Kibitzer magazine to be printed is being printed now. This quarterly publication will be distributed by download, and is promised to be bigger and better than before. The Division in Tulsa has expressed an interest in hosting the 2013 Regional convention. Kansas City is also being considered.

Achievement Program (AP) Report No report.

Monthly Meeting Clinician Report Bill outlined the entire year of clinics as discussed by the officers in the planning meeting. Notes from that meeting were available to members.

Old Business 2012 MCoR Convention – OPEN

MoT Display – Bob Amsler again outlined the project that is being considered to build a static display for the Museum of Transport representing Civil War era City Point, VA. Bob asked for a vote to approve funds for the project. After much discussion, the Division did vote – each member expressing his own opinion whether the Division should support this project, or not. Twenty six hands were raised to say that the Division should support this project. Hank asked that hands be raised again to volunteer to donate labor. Again, over 20 hands went up. Dave Roeder and Bob have another meeting with MoT, and then detailed planning will begin. Dave said several times that he expects the project could cost \$5000 or more. Bob did admit that construction likely would not begin in earnest until after the Regional Convention. A final vote to commit to this project will occur after a detailed estimate is presented. OPEN

Officer Elections – John Hardy announced that 32 ballots were received and 30 of the ballots showed reelection of current officers. Don Ayres made a MOTION to destroy the ballots. SECONDED by Dick Wenger. PASSED. CLOSED.

#### New Business

Hank announced that Phil has resigned as membership chair, and asked for a volunteer. Jimmy Ables will take this on.

Cathy DeWitt volunteered to bring the snacks to the west side meetings in place of Rich Laux who passed away recently.

Hank opened discussion on mailing fees. Right now, members pay \$5 a year to have meeting reminders and the 4 annual issues of the RPO mailed to them. The cost of production and mailing of these items is more than \$5 per member per year. After some discussion, Hank said that he would get a handle on exact costs and bring this information back to a future meeting. OPEN

#### Announcements

Shirts continue to be for sale.

The contest kit for this year will be City Cab from DPM.

John Hardy is looking for additional members for the round robin group he is in.

50/50 Fifty nine dollars was collected, and John Hardy won the drawing and took home \$30. The treasury was enriched by \$29. Bob Latta won the Mark Twain Hobbies' gift card. A third drawing for the static grass applicator that Steve Brawley built in tonight's clinic. Jimmy Ables won it. Thanks for the donation, Steve.

Adjournment Hank asked for a MOTION to adjourn the business meeting 9:14 PM. Bill Linson made the motion. It was SECONDED, and PASSED by all.

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## Call Board

### **May 30 through June 3, 2012.**

2012 MCoR Convention in St Louis, Holiday Inn Southwest (formerly the Viking),

**July 28 & 29**, 10 – 4. The Great Train Expo, Belle-Clair Fairgrounds, State Rt 15, Belleville, IL.

**July 29 – Aug 4.** 2012 NMRA National Convention 77<sup>th</sup> Anniversary, Grand Rapids, Michigan.

**September 8**, 10 – 3. Boeing Model Railroad Club train show, you know where.

**September 15 – 16**, 34<sup>th</sup> Annual Monticello Railway Museum Railroad days, Monticello, IL.

**October 13-14**, 22<sup>nd</sup> annual Greater St Louis Metro Area Train Show, sponsored by MVNS, 111 S. Geyer Rd, Kirkwood

**Nov 3, 2012**, Gateway Division Fall Meet, at Trinity Lutheran Church.

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## 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](http://www.gatewaynmra.org)

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

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## Division Officers

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