

RPO

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Editor: John Carty

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On The Cover

photo by Gene Coffman

Ornate 126' smokestack with surviving building walls of the Central of Georgia RR complex in Savannah, Georgia.

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Superintendent's Desk

by Tim Stout

Fellow Gateway members, the first quarter of the year is just about behind us and a lot of good things have been happening in the Gateway Division and the Mid Continent region so far this year.

On the regional level the membership reports are now coming to the Gateway Division officers in a timely manner – rather than 3 – 6 months late. This means that we now know about NMRA members that move into our Division within weeks rather than months. This helps us contact new members to welcome them to the Gateway Division and let them know about our upcoming activities. This is especially important for new NMRA members who sign up on-line or at a train show wanting to

experience the benefits of NMRA membership. I believe this change will help us grow our membership by giving us the chance to show our new members the benefits of belonging to the NMRA rather than appearing to ignore them because we didn't know they had signed up. I thank everyone at the regional level for getting this corrected.

Another way we are working to attract new members is the Gateway Division traveling display at local train shows. I want to thank Don Ayers for taking on this challenge of Publicizing the Gateway Division by heading up this traveling display and recruiting members to help staff the table at local train shows. One thing we added to the traveling display is an e-mail sign-up sheet. Now anyone who is interested in the Gateway Division – or our upcoming activities can give us their name and e-mail contact information and they are added to our e-mail list. Another thing we added is the list of upcoming clinics and activities planned. Hopefully once someone sees all of the great activities we have lined up they will then take the plunge and join the NMRA.

So far the display was at the Boeing Employees' Railroad Club train show in Queeny Park on March 9th and at the 2013 Benefit Model Train Show and Swap Meet on April 6th in Belleville IL. I understand we signed up several new members at the Boeing train show – Great job and thanks to all of you that helped man the display table. To sign up to work the display at an upcoming train show contact Don Ayers or any other division officer and we can put you in touch with Don.

I encourage every member to sign up and at least try working the display table once. There are several benefits – free entrance to the show for just spending a couple of hours at the display table.

Secondly – if you are signed up to work you are often allowed in earlier than the general public to help setup and some dealers offer specials during this setup time. Also you are getting to shop and browse without fighting the larger crowd. You also get a bit more time to talk to the dealers to build a relationship with them that you don't always get during regular show hours when there are lots of customers. This can be quite nice at a GATS show. Finally, you get to spend several hours at the display table talking about trains with others who want to talk trains.

I know some are reading this and thinking I don't know enough about the NMRA or the Gateway Division to tell others about it. I was thinking the same thing several years ago when I first tried working our traveling display. What I discovered is you don't have to know everything to work the display table – there are brochures that help explain how to join the NMRA, there will be a list of upcoming clinics on the table, there will be the small portable layout for the kids to operate, and there will usually be several NMRA members nearby to help answer any questions you can't answer. My first time I was nervous I wouldn't know what to say – turns out what you say most is "Hi", and "How are you?" Second most common thing was asking someone- What RR do you model? I didn't have to explain a whole lot about the NMRA - that was in the handout and other members could answer questions I wasn't sure about. I found it to be a rewarding experience to help promote the NMRA and did I mention I was allowed into the show for free. Again I encourage everyone to try working the display table just once this year. My guess is you'll be pleasantly surprised. To sign up to work the display at an upcoming train show contact Don Ayers

or any other division officer and we can put you in touch with Don.

Another member I want to recognize is Brian Post for making the Division inexpensive copies with his own personal copy machine and then distributing these to various train shows around the St. Louis area. This is something I didn't even realize Brian was doing for the past several years – now that I know I want to thank him for promoting the division by passing out the fliers at area train shows. Thank you. Keep up the good work.

For those of you who spend time on-line, our Gateway Division website is being updated to more current technology that will improve the website and the on-line experience for our members. Our current website is almost 15 years old and the program architecture used when the site was designed back then is being phased out and replaced by more interactive up to date software. The old website required our webmaster Richard Schumacher to manually add updates to the website every time something changed. Making changes required writing some code to tell the website how to link the data on the website to the photos etc. This was time consuming and difficult. The new software will allow for easier updating by multiple persons – so I will be able to post a Superintendent's report directly to the new site instead of sending the column to Richard for him to post on the website. Several other examples are the upcoming clinics and outside activities. With some minor training officers within the division will be able to update these from home to reflect changes in the schedule etc. without having to wait for Richard to code the change to the site.

Another big plus of the new site is that those wonderful photos and articles that people love will get easier to view on the increasing number of tablets, cell

phones, etc. The existing site doesn't allow photos to scale up or down in size the way the new site will. Result is once the new site comes on-line the photo that looks good on your desktop should display the same way on your tablet or phone. A big thanks to Richard Schumacher for being the webmaster for our site and continuing to work to improve it for the benefit of all our members. The conversion of the old website to the new one is going to take several months and require many hours to update the photos to display correctly, make sure captions are written for the photos etc. If you know something about posting photos on-line and color correction please contact Richard at the Gateway NMRA.org website and see if he can use you to help get all of these photos prepped and posted on the new website. Brian Post has volunteered to help with writing captions for photos – there are a lot of photos – if you want to help Brian please let Richard or Brian know. The plan is to go live on the new site this summer. There is a lot of work to be done between now and then so if you can help a little – every little bit will help.

Lastly there will be ops sessions later on this year – plan is for once a month the Saturday following the Division meeting. Members will sign up on-line and be assigned to one of two layouts first come – first serve. Also, several upcoming outside activities and the Joint Picnic with the NHRS are coming this year. So we have lots for everyone to enjoy. Hope all members get a chance to experience some of these great activities which are either free or only cost a minimal amount to enjoy.

Under the Wire

by John Carty, Editor

Spring is here bringing the end of school, yard work, baseball, and general

mayhem. On the flip side this issue boasts features from several new, at least for me as editor, voices. In thanking the contributors to this issue, I shall reiterate my challenge to each member to submit just one item this year.

I have to admit, it has been nice to concentrate on my projects sans stripped of the time required to turn notes into articles. I actually enjoy writing, but an organ such as the RPO demands many voices to complete the whole, not just the voice of the editor.

Keep up the good work and remember that model railroading is FUN! *John*

Tricks for Tracks

Last Monday Dave Roeder presented a very nice clinic on making inexpensive paper buildings at the NMRA Gateway Division meeting. His clinic intrigued me so I looked up the website and purchased some parts of the program that Dave discussed. The software arrived within a few days and I am beginning to explore it. After last Monday's meeting and on the ride home our car had considerable discussion about what we had just heard. Below is what I have learned:

The name of the software company is "Evans Designs" and the owner is David Jamison. They are located in Broomfield, Colorado and their website is www.ModelTrainSoftware.com and phone number is 303-410-1118. For some reason, Dave chose not to include this information. You might want to explore the website.

My wife and I have purchased LED lighting components from Evans Designs about a year ago and found them very helpful.

The basic software package is called "Model Builder" and sells for \$45

including shipping. There are several optional add-on packages that one can also purchase and act as "plug-ins" to the basic package. These include Brickyard, Stained glass windows, Signs, Graffiti, etc. I think these run about \$10-15 each.

I purchased the basic package and the stained glass window add-on.

The software will run on a PC with Windows XP, Vista, or Windows 7. I don't know about Windows 8 but it does not run on a Mac computer.

With regards to taking the output to some place like Kinko's for printing, this is easily done by telling the program to print to either an Acrobat PDF file or a Microsoft XPS file. This effectively accomplishes the same thing as a "save as" command. The files in either of these formats are easily handled at a place like Kinko's. In the event that your computer isn't already set up to do this, instructions are included with the basic program on how to download free software that allows you to create a PDF file from nearly any program. In fact, the basic software instructions suggest this for large buildings that are not easily handled by smaller home printers.

Seems to me that this modeling tool has a lot of potential for producing rather inexpensive specialized buildings that really don't need the detail level of many of the wonderful (and very expensive) kits currently on the market. And by the way one can select virtually any scale that you might need. Need some perspective for a background building. Just select a scale a bit smaller than your layout's scale. You don't have to jump to N scale backgrounds if your layout is HO.

Thanks to Dave for letting us add this modeling tool to our toolkits.

Submitted by Dale DeWitt

Digital Command Corner

By Brian Post

Please send your DCC questions to me care of the editor of the RPO.

You've installed all or some of your track and now it's time to connect wires to it and get some trains running. Before you even get to this point hopefully, just as you planned your layout and some of the buildings and other features that you'll want to show off to your fellow modelers you will have considered how you are going to wire your layout so that it will run flawlessly and be able to troubleshoot or change the configuration in the future.

One of the more common problems found is that of using SOLID WIRE INSTEAD OF STRANDED WIRE!!! If your using solid wire when you strip it a mark or indentation will be left behind and just like Evergreen Styrene when you score it you can then snap it. The same thing will happen with solid core wire when stripping it and then bending it a few times it will break, and this might happen inside the insulation where it will not be seen.

If you nick stranded wire and one breaks then there are many more to take its place. Stranded wire is also more flexible and can take abuse going around corners and being bent more with fewer kinks and distortions. If your trying to put numerous wires into a terminal block stranded wire will twist together better and maintain electrical contact were as solid wire may not be twisted together as easily and will not form an electrical bond, thus giving false readings. This could show up as an intermittent short or low power on the tracks causing the motive power to behave erratically. Remember no matter what system you are using only about ONE VOLT is being used to send a

signal to a locomotive and with any interruption in this signal the train will come to a HALT.

So you want to run a bus wire for your layout, alright there are several options to use. Someone had the idea to solder the drops from the track to the bus wire, not only is this dangerous but it is also awkward and does not leave you any to make any changes if for instance you hooked up a wire wrong. The best way is to run the track drop to a terminal block and from there to the bus wire. There are several terminal blocks and non-solder connections that can be used. Try these supply sources they will be cheaper than Home Depot, Lowes or Radio Shack: Digikey, Newark-in-One, Mouser or our home grown electronic store Gateway Electronics. The suit case connectors from 3-M come in many varieties but should be used with wire that does not have any coating on it like that from Home Depot.

If your layout is small, perhaps a couple of 4 by 8 put together then you may not need to run a bus in the conventional sense. Try running the drops from your track down and then into a terminal block thus combining several tracks into one then run these wires to one central point over by the command station. This will save you on wire cost and make wiring simple if your command station is going to be in one spot and you are not having a walk around system.

Remember your trying to make your models look like the pictures in books and magazines and to show off your modeling skills don't forget wiring is also a skill , look at others peoples work ask questions and gather information from those that have gone before you. If you have any questions about wiring don't hesitate please call me at 314-249-6986. I will be happy to help that's what the NMRA is all about helping other people to become better modeler and enjoy running trains .

Celebration of AP Awards 22 January 2013

by Phil Bonzon MMR

The January 21, 2013 Gateway monthly meeting at Trinity church was a celebration of NMRA AP awards, with Phil Bonzon MMR, AP Chairman-Gateway Division, presenting the following awards:

Bob Johnson- AP Certificate of Achievement –Author



Phil Bonzon MMR (Left) – Bob Johnson (Right)



Phil Bonzon MMR (Left) – Jon Marx (Right)

Jon Marx - AP Certificate of Achievement –Author and two AP Merit Structure Awards, one for his NKP/LE&W Deer Creek, IL, Wood Trestle (112 points) and one for his W&LE Timber Tunnel Liner (97 points)

Gregor Moe – Two AP Merit Awards, One for his MP 1000 Caboose (118 points) and one for his CIGX 800332 Gondola (90 points). These two merit awards for Gregor completed his requirements for his AP Master Builder Car Certificate, which has been submitted to HQ for issuing. Gregor is on his way to his MMR.



Phil Bonzon MMR (Left) – Gregor Moe (Right)

The Gateway membership congratulated each award recipient with gave a warm round of deserving applause.

At the March monthly meeting of the Gateway Division the following members received NMRA Achievement Program awards:



Gregor Moe was awarded his "Master Builder - Cars", AP certificate, which was presented by Phil Bonzon MMR, Gateway AP Chairman and Gateway Assistant Superintendent. Phil pushed Gregor to complete the paperwork for his next AP certificate, "Master Builder Structures". Gregor is progressing nicely towards his MMR.

Phil Bonzon MMR was awarded his "Association, Official", AP certificate, which was presented by Tim Stout, Gateway Superintendent, for Phil's three years service on the NMRA Mid-Continent Regional Board of Directors. Phil has only two more certificates to obtain and he will have completed all eleven of the NMRA AP certificates, which is his goal.



Photos: Richard Schumacher

New York Central 1950s-Era Freight Cars in HO Scale

by John Golden

Introduction

During the transition era, the New York Central operated the second-largest freight car fleet on U.S. railroads. A well-balanced freight car fleet on any model railroad should therefore include a sizeable number of New York Central cars, whether you model the New York Central System or not. In this article, I'll present accurate, readily-available freight car models in HO scale that are appropriate for the late steam/early diesel era, along with suggestions on detailing, painting and weathering so you may accurately model cars for your own freight car fleet.

Modeling New York Central Freight Cars

New York Central was historically one of the largest owners of freight cars through the Penn Central merger. In the 1950 Official Railway Equipment Register (ORER) for example, Central reported 132,957 freight cars of all types, second only to the Pennsylvania Railroad which reported over 193,000 cars that same year. Compare Central's 132,000+-car fleet with other popular roads of the day—such as C&NW (45,990 cars), Union Pacific (44,687 cars), Seaboard (22,796 cars) or the often-reported Nickel Plate Road (15,300 cars)—and you will understand the importance of modeling the large NYC car fleet appropriately.

Fortunately HO scale modelers are blessed with a wide variety of accurate NYC cars from which to choose. Accurail, Atlas, Intermountain, Kadee, Tichy, and Walthers/Proto 2000 and others offer prototypical NYC models in plastic. Accurate resin craftsman kits are also offered by Sunshine Models, Funaro and Camerlengo, ProtoWest Models and WrightTrak, and Westerfield models can still be found second-hand online. To improve the accuracy of these models, use resources such as the Simmons-Boardman *Car Builder's Cyclopedias*, the outstanding 23-book *Railway Prototype Cyclopedias* series, or obtain prototype photos from dealers such as Bob's Photos, Big Four Productions, Mike Gruber Photos and others. Photo dealers can be found at Railroad Prototype Modelers (RPM) meets and large train shows. And last, but certainly not least, join the NYCS Historical Society to learn more and obtain access to archive material.

The models on the following pages are readily available on the market today, and have been upgraded with additional details, decals, or novel construction techniques to match particular prototypes. Also included are prototype photos to aid your modeling efforts.

NYC 837004, Lot 412-H

NYC 837004 is a Tichy USRA hopper currently offered by Intermountain as a factory-decorated, "ready-to-run" model. I upgraded the car with a variety of after-market parts, including A-Line No. 29000 Style A stirrups, Hi-Tech HTD 6040 air lines, Kadee No. 78 couplers, Reboxx No. 33-1-1.015 wheel sets, and hand-made uncoupling devices. I also installed an air line on the right side of the car using .020-inch wire held in place with Detail Associates No. 2206 eye bolts and covered with simulated riveted strips.



Photo 1. NYC 837004 from the Intermountain/Tichy model. Photo by Kirsten Golden.

After upgrading the details I changed the shop and repack dates using the Speedwitch No. D-107 New York Central decal set, adjusting the dates to within 30 months of my desired modeling year (1950). Then I weathered the car with Testors Russian Earth Brown and Flat Black paint, and then went back over the car with Polly Scale Light Freight Car Red paint applied with a brush. This blended the weathering and provided in a weathered, fading effect. It also blended the new decals, or *detail decals* as I call them, into the paint a little better.

If you're unable to find a decorated Intermountain car for this project, Jerry Glow offers a new HO decal set at http://home.comcast.net/~jerryglow/samples/NYC_USRA_hopper.jpg. With this excellent decal set, you can use the Tichy, Accurail or MTH 55-ton USRA hopper to complete your own car.



Photo 2. NYC 837996 is a USRA 55-ton hopper from Lot 412-H, originally built for the Big Four by AC&F's Berwick plant in 1921. The car was renumbered from Big 4 series 80250-81999. It was photographed ca. 1946, having been reweighed at Avis, PA in 9-44, and still has its original Andrews trucks. Jay Williams collection, courtesy Richard Hendrickson.

P&LE 40331, Lot 740-G



Photo 3. P&LE 40331 represents one of 6,000 Greenville-design gondolas built for NYC subsidiary Pittsburgh and Lake Erie in May, 1945. P&LE received 6,000 cars in five lots, the last of which were the 40000-40999 series, Lot 740-G, built by NYC's Despatch Shops of East Rochester, New York. These were rugged cars with wood floors and drop ends, and served the NYC lines through the Penn Central merger and beyond. Photo by John Golden.

This model is a factory-decorated Proto 2000 52'6" drop-end mill gondola. I replaced the plastic grab irons on the sides of the car with ladders per the prototype, using styrene strip for the stiles and Tichy TTG-3062 18-inch Ladder Rungs for the grab irons. I also added uncoupling devices, Kadee No. 58 couplers, and Reboxx No. 33-1-1.015 Code 88 wheel sets. I matched the paint using Polly Scale Light Freight Car Red.

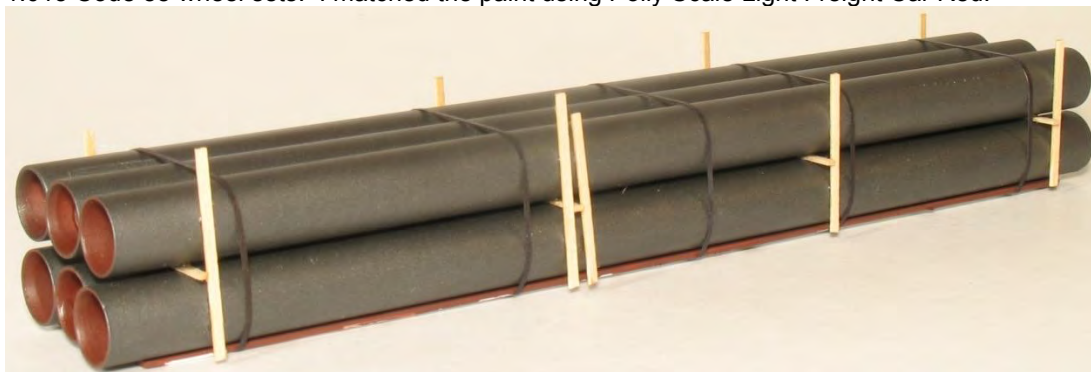


Photo 4. This photo shows the pipe load on the false floor with the wood cribbing installed. I added one extra 2 x 4 piece of lumber to simulate a 2 x 4 that needed reinforcement. Also note the placement of the lumber and wire bands per ARA loading guidance. The false floor is painted brown to blend in with the floor when the load is installed. Photo by John Golden.

I made the pipe load using Evergreen No. 234 round tube. I cut six pieces of tube to 50 scale feet, painted them with an 80%-20% mixture of Testors Gloss Black and Testors Silver, then fixed them to a "false floor" made of scrap styrene sheet. The wood cribbing is made of scale 2 x 4 lumber; it is fixed between the pipes and on each side of the car per prototype practice. After the load was built and glued to the false

floor, I secured added wire banding, which I simulated with paper strips. To make my wire bands, I first colored both sides of a piece of printer paper with a black Sharpie pen, then cut long, thin strips using a sharp X-acto blade on a piece of glass. Then I wrapped the band around the load and secured it from underneath the false floor using tape. This is a simple, easy process and produces a much better result than using miniature tape.



Photo 5. This photo shows the bottom of the load so you can see how the simulated wire bands are attached. They are simply wrapped snugly around the pipe load and then taped to the bottom of the false floor. Photo by John Golden.



Photo 6. Proto 2000 also released this Lot 791-G car decorated for NYC. Lot 791-G included 600 gondolas in series 712500-713099, delivered by Greenville in 1949. Photo by Kirsten Golden.



Photo 7. This Missouri Pacific Railroad photo shows a P&LE Greenville gondola delivering a load of box car sides. These were likely sides for 50-foot auto cars MP built at their shops at DeSoto, Missouri in 1947. Note the abundance of chalk marks on the ends of the

car. Missouri Pacific photo, Ed Hawkins collection.

NYC 867399, Lot 733-H



Photo 8. NYC 867399 is a stock Kadee model and is a very accurate rendition of the NYC 867000-867999 series cars. Kirsten Golden photo.



Photo 9. Central owned many types of open hoppers, including 1,000 50-ton twin offset-side hoppers built to the 1935 ARA standard. These cars were built by Pressed Steel Co. in Lot 733-H and delivered in March 1945 and placed in series 867000-867999. NYC 867399 is the prototype for the factory-decorated Kadee model. NYCS HS photo.

My model of NYC 867399 is a right-out-of-the-box Kadee model. I applied Reboxx No. 33-2-1.015 wheel sets (the "2" is for "double insulated" wheel sets, which are required for Kadee's all-metal trucks). I applied Speedwitch decals to simulate a new shop date and repack date, and then weathered the model lightly with Testors Dark

Tan sprayed with an airbrush and brush-painted the model with Polly Scale Light Freight Car Red to bring out the highlights. The coal load is included with the model.

NYC 163671, Lot 743-B



Photo 10. Central acquired a large number of 1944 ARA-design box car with 10-foot, six-inch interior height, 4-4 Improved Dreadnaught ends, and Barber S-2 trucks in several series. This model represents a car from Lot 743-B (see Photo 11 below). The model is equipped with Improved Youngstown doors but the prototype series was delivered with pre-war Youngstown doors. John Golden photo.



Photo 11. New NYC 163000-series box cars in train, date and location unknown. NYC photo, collection of Joe Collias, courtesy Ed Hawkins.

This model started out as an undecorated Branchline #1400 undecorated box car. I assembled the model per the instructions but substituted A-Line No. 29000 Style A stirrups, Reboxx No. No. 33-1-1.020 wheelsets, Kadee No. 78 couplers, hand-made uncoupling levers and a Kadee metal-grid running board. While writing this article I

realized that I omitted installing roping rings on the lower side sill tabs; they are not included on the model but can be easily replicated using wire and a few Tichy rivets.

I painted the car with Scalecoat Box Car Red No. 3 and weathered it with Testors Dark Tan paint, and painted the roof with Testors Flat Black to represent car cement paint. I decaled the car using the excellent Speedwitch No. D-107 New York Central decal set. The door placard decals are from Sunshine Models. I wanted the model to appear newer than the pre-war cars in my fleet, so I gave it a May 1949 shop date and did not add chalk marks or heavy weathering.

I installed Kadee Apex running boards to this model by drilling holes through the roof and fixing the tabs from the underside of the roof by letting them with a hot screwdriver blade. Some modelers cut the tabs and glue the running boards to the roof, but this process sometimes plugs up some of the grids in the running board. Instead, I fix the tabs to a small piece of styrene and then melt them in place with a screwdriver blade heated in a candle. Because there's no glue involved, the running board can flex with the roof during car construction and still stay in place.



Photo 12. The underside of the Branchline roof, showing the tabs fixed to small pieces of styrene and then melted in place. This technique is time-consuming but allows the roof to flex, and eliminates the problem of adhesives filling the holes in the running board. Photo by Kirsten Golden.

Note: Branchline parts are now available through Atlas.

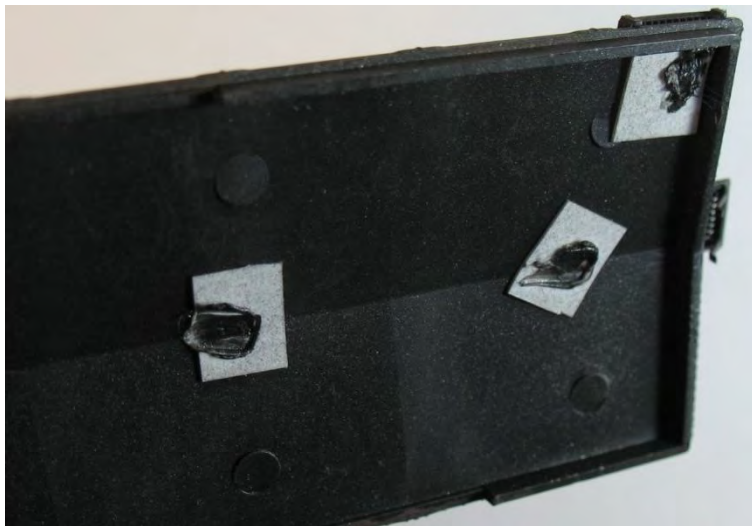


Photo 13. Closeup of the underside of the Branchline roof, showing the melted tabs. No glue is used with this technique. Photo by Kirsten Golden.

NYC 751943, Lot 591-G



Photo 14. NYC 751943 represents one of 1,000 heavy, all-steel mill gondolas built for NYC in 1929 by Pressed Steel. The cars were numbered 751000-751999 and featured an all-steel body with a wood floor. The model is equipped with Accurail 50-ton ARA trucks, but those will be replaced with the new 70-ton ARA plain-bearing models recently made available by Kadee. John Golden photo.

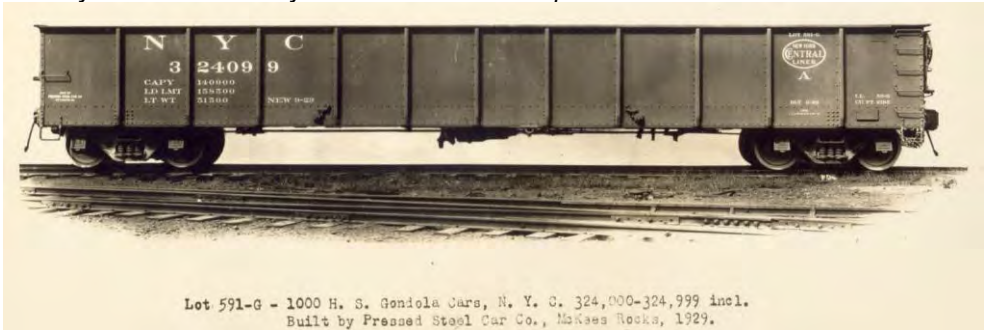


Photo 15. NYC 324099, newly-constructed at Pressed Steel, McKees Rocks, Pennsylvania. Note the locks for the drop doors on the lower side sill; these were removed when the floors of the cars were rebuilt in 1942. R. L. Stoving Collection.

I finished this car per the kit's instructions, and painted the car with Scalecoat Box Car Red No. 3 before applying the decals. I used the kit-supplied decals but substituted shop date, repack date and reweight numbers from the Speedwitch No. D-107 decal set. The paint patches were cut from Microscale Decals No. TF-13 Trim Film Brown decal sheet which I cut and applied underneath the original numbers; I then simply laid the numbers on the sheet making them appear to be newly painted. I varied the colors of the patches too—on the reweigh and shop dates I used red decal sheet and on the repack date I used black, all designed to simulate a hard-working gondola that has seen rough mill work. I weathered the car using airbrushed paint and then highlighted details with a brush, and then re-weathered the car with a slurry of Testors Dark Tan paint and Bragdon's black powder mixed in a plastic cup. This allowed me to get a more rusted appearance on the center panels while leaving more of the original paint on the ends, simulating paint failure caused by hot steel loadings.

NYC 499684, Lot 721-F

This model was released by Intermountain in 2010 as a ready-to-run model. I wanted the car to appear relatively new, so I lightly highlighted the model with various tan and brown paint and painted the deck with Scalecoat Box Car Red No. 1. I then weathered the deck with different shades of Polly Scale freight car red, brown, gray and

tan paint. I then blended the weathering by applying a light coat of Polly Scale Light Freight Car Red—which matches the factory-applied paint—over the painted deck. I also scraped away some of the paint to reveal the original wood color. I added uncoupling devices and Proto 2000 Spring Plankless trucks with Reboxx No. 33-1-1.015 wheel sets. The models came equipped with Kadee #58 couplers. The factory-applied paint is excellent, so I left it in place but changed the repack and shop stencils with decals from the Speedwitch xxx decal set.



Photo 16. NYC 499684 is a model of a 70-ton 53' 6" AAR flatcar that was derived from a Greenville Car Company design. Central built 1,000 cars at Despatch Shops beginning in November, 1942, to help handle wartime traffic. This particular lot, 721-F, included cars in the 499300-499599 series. An additional 300 cars were delivered 1943 with 200 going to NYC and 100 going to NYC subsidiary Indiana Harbor Belt and the remainder were delivered in 1950. Photo by Kirsten Golden.



Photo 17. NYC Lot 721-F flat car. NYCS HS collection.

Accurate models of the NYC 70-ton 53' 6" AAR flatcar are also offered by Sunshine Models (see Jim Hayes' Sunshine Models website at <http://sunshinekits.com/>) and ProtoWest Models (www.protowestmodels.com/). The ProtoWest kit includes two cars per kit.

NYC 628401, Lot 507-G

This model of the NYC USRA gondola clone represents an all-steel car built prior to 1928 with Murphy ends, painted in the mid-40s freight car brown scheme with black trucks. I kit bashed this model from an Intermountain USRA Composite Gondola (kit no. 41699). I removed the sides from the Intermountain car and replaced them with cast-resin sides from the Funaro and Camerlengo NYC Gondola kit (kit no. 6660 or 6601). A little shaping of the sides and ends was necessary to ensure a good fit but it was a relatively easy kit bash, and allowed me to use the crisp Intermountain kit's detail in as many places possible.



Photo 18. NYC 628401 represents one of Central's 8,499 USRA gondola clones in series 625000-639999. NYC was assigned a large number of composite USRA cars with Murphy ends, but these the USRA clones used an all-steel, eight outside-post design that Central began to acquire in 1925. Central's first cars were equipped with the USRA-style Murphy ends, but later series were equipped with stamped dreadnaught ends. Practically the entire fleet was rebuilt by the early 1950s with an all-new, all-steel body that featured a shallow fish belly side sill, Improved Dreadnaught ends, ARA trucks, and new AB-schedule brake gear. Photo by Kirsten Golden.

I added details per prototype photos, replacing the plastic grab irons with wire grabs from Detail Associates, and also added a Cal Scale AB brake gear set, hand-bent uncoupling devices, and Accurail ARA trucks with Reboxx No. 33-1-1.015 wheelsets. I matched the prototype's freight car brown using Scalecoat 2 Box Car Red No. 3, and then weathered the car with Testors Russian Earth Brown and Polly Scale Light Freight Car Red.



Photo 19. NYC 66644. New York, circa 1941. Bob's Photo.

Three versions of this car are available in HO scale from Sunshine—the original version with Murphy ends (kit no. 67.29), the original version with Dreadnaught ends (kit no. 67.30) and the late 40s rebuilt version with fish belly sides and Improved Dreadnaught ends (kit no. 67.31). In addition, models of these cars are available from Funaro and Camerlengo (kit no. 6601).

NYC 136414, Lot 717-B

This is a Westerfield model that I built this model about 12 years ago. I constructed it to the manufacturer's specifications and then sandblasted it in a North Coast media blaster to remove any oils, glue residue, and lightly etch the surface for painting. I painted the car with a 50%-50% combination of Scalecoat Box Car Red #1

and Scalecoat Box Car Red #3, and painted the under frame and trucks Testors Flat Black. Decals are from the Westerfield kit. I applied chalk marks to this car as well; I used chalk mark decals from Sunshine Models and added additional marks using an artist's pencil. I weathered the model to resemble a similar car seen in an early-1950s photo of a train on the AC&Y that had turned practically black with coal dust and soot. I used Testors Dark Tan to provide a light brown appearance, then various blacks and browns to provide highlights, then added chalk mark decals, hand-drawn chalk marks, and routing cards from the Sunshine placards set.



Photo 20. NYC 136414 is a model of a 1916-design all-steel box car. Central owned thousands of cars to this design in multiple lots and the cars appeared in a wide number of number series. Many were modified or rebuilt during the pre- and post-WWII era. This car is similar to the thousands of USRA all-steel box cars Central built during the same period. Photo by Kirsten Golden.

Acknowledgements

I am sincerely grateful to Ed Hawkins and Dr. Richard Hendrickson for their assistance preparing this article, and also to Rick Stoving and Noel Whittlefield for use of photographs from the NYCS Historical Society collection.

The Central Georgia RR

by Gene Coffman

A year ago we visited the Roundhouse Railroad Museum in Savannah, Georgia. The thirteen original structures remaining mark what was the immense repair facility of the Central Georgia Railway constructed between 1850 and 1860. Surviving are the roundhouse, turntable, repair shops, freight house, 126' brick



Busy remainder of roundhouse with working 85' turntable.

smokestack, passenger station, and stationary steam engines.

The grounds spread over about 5 city blocks and remain the largest and oldest 19th century operating RR complex in the U.S. Much of the area is designated a National



Outside walls of repair complex illustrating the "Savannah gray brick".

Historic Landmark and is adjacent to the Georgia History Museum. Over the years, the 85' turntable and roundhouse were twice increased in diameter to mirror the increasing size of locomotives. The concrete seams on the foundations mark this growth and are reminiscent of growth rings on a tree. Most areas are open to the public and provide some insight into the maintenance required on a large fleet of steam locomotives.

The roundhouse contains ornate brick and iron work and at one time was a full 360 degrees but now only about a fourth of that remains.

During later periods of nonuse, the missing sections of the roundhouse were looted for the rare and sought-after "Savannah gray bricks". These bricks were cast by slaves on a nearby plantation until the gray clay deposit was exhausted. No other suitable source has ever been found for such bricks.

The repair shops still contain huge machines with nameplates dating them as early as 1852. Stationary steam engines provided energy for the iron forging and forming machines as well as propelling the turntable.



Another repair shop area undergoing restoration (look right).



One of three working steamers.

A short but memorable train ride on the grounds began at the roundhouse and included a short spin on the turntable. The Museum rotates their three working steam locomotives for this duty and we drew a small industrial steam engine. The tour included access to refurbished executive and dining cars, coaches and a baggage car. We experienced little waiting on our off-season visit and the staff seemed to offer genuine Southern hospitality.



Machine shop displaying old machine tools and a floor model of the complex.

From a historical perspective, railroads were active in Georgia from the 1830's. By the late 1800's, Georgia could boast more rail miles than any other Deep South state. Dozens of Georgia rail lines were reduced through mergers, acquisitions, and abandonments during the long decline of railroads after WWII. The Savannah Repair Shops were closed in 1963 after acquisition of the Central Georgia by Southern Railways.

Detailing a Scene

by Gregor Moe



Photo 1

I started with a control tower and speeder shed I've had installed for some time as shown in photo #1. The scene is nice but it lacked anything to draw the eye to it. I looked at the area for about 3 months before doing anything, trying to decide what I wanted to do. I try to make the scenes look as believable as I can and as if there is something going on in the scene.

There was no way for the people to get

to work in the tower, speeder shed, or to the work crane parked on the siding. Since the yard office is only about 300 feet from the tower I figured the workers could walk to their jobs from the yard office area. Since the work crane is normally parked on the siding the workers could not take a straight path from the yard office to the tower and the high ground and trees in the drainage ditch dictated a route around the end of the work crane. I took some ties and laid out crossings for a walk way and the location of the bridge across the marshy area to see if it looked reasonable (Photo #2). Next I



Photo 2

went looking for items to detail the scene in the detail box and the junk box i.e. speeder, people, tools, junk,



Photo 3

benches, chair, drums, welding tanks, and anything else I thought might work. I started by putting in the walk ways and the bridge and painting the unpainted items while the glue dried. The path between the railroad crossings was graveled in to form a level path between the crossings. (Photo #3) The raw wood was stained with mixtures of various proportions alcohol and black shoe polish. With the walk ways in I started putting in the rest of the people and material trying it out in different places to see how it looked. I settled on putting the trash piles and burn barrel to the left of the speeder shed rather than between or behind the shed and control tower so it could be seen and was convenient for work crew to throw junk in when they returned from working. With figures I try to get them to appear to be doing something when I put them in place. The two figures by the speeder appear to be talking about the speeder and the three in on the bench and chair could be talking about the upcoming day's work or



the bar they are planning on going to after their shift. The guy on the path with the shovel could be the last guy to work or the first one for the next shift.



The one on the bridge is tired of fighting the tree limbs hanging over the bridge and is going to trim them. The figure at the top of the control tower steps is watching to make sure the 3 rail fans on the hill stay out of trouble. I feel that the new details improve the scene and draw your eye into the scene that the original scene didn't.



2012 St. Louis Railroad Prototype Modeler's Meet

by John Golden

Photos by the author

The 2013 St. Louis Railroad Prototype Modeler's Meet (RPM Meet) is scheduled for Friday, August 2nd and Saturday, August 3rd at the Gateway Convention Center in Collinsville, IL. This is the seventh annual St. Louis RPM Meet, and will feature the same great combination of clinics, hands-on workstations, hand-picked vendors, historical societies and evening layout tours that have made St. Louis RPM the second-largest RPM meet in the nation.

The 2012 St. Louis RPM Meet, which was held on Aug 5th and 6th at the Gateway Convention Center, was a great success. The meet was hosted by John Golden of O'Fallon, IL, Dan Kohlberg of Moro, IL, and Lonnie Bathurst of Litchfield, IL. The 2012 meet was the first time the St. Louis RPM community joined forces with the NMRA's Gateway Division. The RPM and NMRA communities in St. Louis



Photo 1. An overview of part of the vendor and model display area.

have always worked together in the past, but 2012 was the first year that the two groups publicly joined forces and collaborated on events. That fine tradition will continue with the 2013 RPM meet this August.

The foundation of our event is the attendee model display area. RPM encourages attendees to bring models of all scales, gauges, sizes and eras for display and discussion. There are no contests or awards. The purpose of bringing models is to share your best techniques, show others how you built a model or solved a particular modeling problem, and learn new modeling techniques from others. In 2012, our attendees brought over 1,000 models of all scales, eras and prototypes for discussion which were displayed on 36 full tables. We almost matched out 2006 meet figures, when modelers displayed well over 1,200 models.



Photo 2. MILW 110138 is an O scale model displayed by Ted Schnept of Elgin, IL.



Photo 3. L&N 21057 and the jeep load are the work of Jeff Kuebler of Columbia, IL.



Photo 4. There were locomotives everywhere at the 2012 St. Louis RPM Meet. These engines were displayed by Wheaton, IL modeler Mike Boyce.



Photo 5. Chris Zygmunt displayed this mixed-media (plastic, resin and brass) Railshops model of PC 74021. Chris's weather is second-to-none.



Photo 7. This beautiful display of passenger cars was brought by IC historian and modeler Ted Richardson of Libertyville, IL.



Photo 6. St. Louis RPM is not just about models. Here, David Ward from North Carolina (left) talks with RMC Editor Bill Schaumberg, who traveled from New Jersey (at right) David conducts all-day weathering workshops—note the heavy steel plate used by David to harvest rust and other prototype weathering materials. St. Louis RPM attracts modelers from all over the United States and Canada, and in 2012 we even had modelers from New Zealand.

Previous meets were held in 2004, 2005, 2006, 2008, 2011 and 2012. Career and family obligations of the meet organizers precluded meets in the intervening years, but we anticipate that St. Louis RPM will be held on an annual basis from now on.

Our clinicians in 2012 included Chuck Hitchcock, Ed Hawkins, Keith Jordan, Rob Adams, Nick Molo, Mont Switzer, Clark Propst, Tony Sissons, Matthew Herman, and Dan & John Kohlberg. Topics included layout development, layout operations, freight cars, research topics, area studies, and other topics pertinent to the prototype modeler. We also had 65 tables of hand-selected vendors that provided models, parts, photos, books, memorabilia and other merchandise to our guests.



Photo 8. Tony Sissons conducted an all-day workshop on scratch building turnouts. Tony moved to the colonies from England, and is a very well-known modeler and writer in British modeling magazines.



Photo 10. St. Louis RPM gives busyhard-working family men a chance to get together. Here, Kurt Rudolph (left), Andy Weusthof (center) and Brian McQuitty (right) talk modeling and catch up on each other's lives.

On behalf of our vendors and friendly manufacturers, we were happy to present over \$5,000 in door prizes in 2012, including locomotives, sound systems, freight cars, and a wide variety of detail parts, gift certificates, and other items. Every one of 170 attendees that stayed for the late Saturday giveaway won at least one door prize. Some won two or three. Also, as part of admission, every

attendee was presented a new copy of Railroad Prototype Cyclopedia #1 at the door, thanks to Ed Hawkins and the RP Cyc. Publishing Co. Thanks Ed!

Our 2013 meet is shaping up, and we'll provide more details on clinics and layout tours as soon as we can. In the meantime plan to attend the 2013 meet and bring your models for display and

discussion. It's a great place to make new friends, meet manufacturers, teach others about your models and learn new modeling skills. That's what St. Louis RPM is all about!



Photo 9. Here is Nick Molo from Canada, conducting a clinic at the 2011 St. Louis RPM Meet on freight cars from the 1970s.



Photo 10. Erie's AC Tower is the work of Ben Bartlett from Brevard, North Carolina.

Contact John Golden at Golden1014@yahoo.com (812) 929-7181, or Lonnie Bathurst at Bathurst@litchfieldil.com (217) 556-0314 for meet info and layout tour reservations. More photos of the 2012 meet, and other St. Louis RPM meets, are posted at <http://www.pbase.com/golden1014>.

Division Minutes

by Jimmy Ables & Don Ayres

Meeting Minutes for December 17, 2012

Hank Kraichely, Superintendent
 Bill Linson, Assistant Superintendent
 Phil Bonzon, MMR, MCoR Director
 Don Ayres, Clerk

Dave Lyon, Paymaster
 Ron Gawedzinski, Activity Coordinator

CLINIC – Tonight, members participated in a dual event – we held both a swap meet and also had a “bring it-n-brag” session. Many fine models were shown, and Gregor had a computer slide show going of his fine layout. Many swap items found a new home as well! Thanks to all who participated.

BUSINESS MEETING

Superintendent Hank Kraichely called the meeting to order at 7:55 PM. There were 17 members were present.

Minutes of the Previous Month's Meeting

Minutes for September and October meetings were available tonight to be approved. (The clerk was unable to produce September minutes for October approval due to a death in the family.) Both minutes were APPROVED without comment. Approved minutes are published in our quarterly publication, the RPO.

Treasurers Report

Dave was not present; Jim Anderson delivered 2 reports to the meeting: the report for the month ending 18 November (no business meeting in November), and the report for the month ending 16 Dec. Seeing the \$1011 expenditure, a member asked if we made any money on last summer's Regional Convention. Answer: yes. The reports were APPROVED.

Merchandise Report

Tim has wheelsets and NMRA standards gauges available. These items are sold to members at a reduced cost as a member benefit.

RPO Report

John Carty requested photo's, articles, tips, etc. for the next issue. John considers this publication to be the mouthpiece of the Division, and encouraged maximum participation. Deadline for submissions is 1 Jan 2013.

Directors Report

Phil is working on the January report to Region. He said that the next Regional meeting should be held about the third week of January Usually whenever it snows.

Achievement Program (AP) Report

Phil is still waiting for the Author Certificates to be delivered from National for Bob Johnson

and John Marx. Phil will be submitting to Regional two merit certificates for John for structures, and 2 merit certificates for Gregor Moe for cars. John is our most recent member to pursue a Maser Model Railroader (MMR) certification, and is working towards several certificates simultaneously.

Monthly Meeting Clinician Report

The incoming group of officers will showcase their planning prowess at next month's meeting!

Old Business

Officer Elections: John reported that 35 ballots were returned. Your new 2013 officers will be: Superintendent, Tim Stout, Assistant Superintendent, Phil Bonzon, Paymaster, Richard Velten, Clerk, Jim Ables, and Director, Hank Kraichely. Phil made a MOTION that the ballots be destroyed. Gregor Moe SECONDED. Motion PASSED. CLOSED.

New Business

Hank received an informational brochure from National. They are soliciting funds to build a scale model railroad museum in Sacramento, CA. It appears that they will also relocate the library from Chattanooga, TN. After some discussion, a MOTION was made and SECONDED to donate \$500 to the cause. MOTION passed. CLOSED.

Announcements

Gregor Moe has photo's in the current Model Railroader magazine.

Don Ayres stated that he had sold the Divisions old laser printer through a reseller, and had a \$41.25 donation to the treasury.

The Boeing Model Railroad Club has flyers out for its next show at Queeny Park on Mar 9, 2013, 10-3PM.

50/50

Thirty five dollars was collected and Jimmy Ables won 18 dollars. John Carty took home the Mark Twain Hobby gift card.

Adjournment

Bill made the MOTION TO ADJOURN. SECONDED by Gregor. The meeting was adjourned at 8:21PM.

Respectfully Submitted,
Don Ayres,
Outgoing Gateway Division Clerk

Meeting Minutes for January 21, 2013

Timothy Stout, Superintendent

Phil Bonzon, MMR, Assistant Superintendent

Hank Kraichely, MCoR Director

Jimmy Ables, Clerk

Richard Velten, Paymaster

Ron Gawedzinski, Activity Coordinator

Clinic: Gregor Moe gave a presentation on making rock molds. His techniques turn out some very realistic rock faces for the layout.

Business Meeting:

Superintendent Tim Stout called the meeting to order at 8:15 PM. There were 27 members and 1 guest present. Tim welcomed our guest Dennis Coker.

Minutes of Previous Month's Meeting

Minutes from the December 2012 meeting were available for review prior to the meeting start. Richard Velten made a motion to accept the minutes and Richard Lake seconded the motion. The members present voted to accept the minutes.

Treasurers Report

Richard Velten presented the treasures report. He noted this report closes out 2012 and we'll be changing the accounting period beginning with the January 2013 report. From this point forward the treasures report will be for the period of the month not the period between meetings. This will make accounting easier. Richard Lake moved to accept the treasures report and the membership approved.

Merchandise Report

Tim stout provided merchandise report. Tim stated we still have 33" HO scale and N scale wheel sets and NMRA track gauges for several different scales available.

RPO Report

Jim Ables reported John Carty was preparing to publish the RPO shortly.

Directors Report

Hank Kraichely reported on the regional directors met in Kansas City on 5 Jan. A new individual was appointed to manage the MCoR membership and after eight months without membership reports we are now receiving them on a monthly basis. The Caboose

Kibitzer will now be available on-line. Division directors will receive notification when the quarterly publication is posted and notify Division members it's available. Watch your email.

Achievement Program (AP) Report

Phil Bonzon reported several members were receiving AP awards.

Bob Johnson was presented with a certificate for Author

John Marx received two merit certificates for his entries in the fall meet

John Marx also received a certificate for Author

Gregor Moe received two merit awards for Cars at the fall meet

Phil expects several members to receive certificates from the national in the coming months. Phil also urged members to become more involved in AP.

Old Business

No discussion

New Business

Phil Bonzon listed the clinics schedule for 2013.

Feb: Dave Roeder, MMR Clinic on building paper structures	Mar: Dale Jenkins, President Illinois Traction Society Presentation on the Illinois Terminal Railroad
Apr: Pete Smith, MMR Clinic on techniques for finishing wood structures	May: Presentation of 2013 Kit contest models and rules
Jun: Phil Bonzon, MMR Clinic on turning ceiling tiles in to rock bluffs	Jul: Swap meet and videos on model and prototype railroading
Aug: Presentation on building a paper diorama. Those interested can build a diorama and enter it in the Dec 2013 contest. Instructions and rules will be available.	Sep: Model kits distributed at the May meeting will be judged

Oct: (Tentative) Visit to K-10 Hobby shop to operate on the K-10 Layout	Nov: Annual Holiday Party
Dec: Paper diorama contest	

New Business

Superintendent Tim Stout, briefed on topics discussed at the Gateway Division January officer meeting.

- Train Show. The executive committee believes we need to reengage on attending train shows in an effort to attract new members. Need to be selective in the number of shows we participate in as to not over work available volunteers.
- Publicity Chairman. Discussed the need to create a position to coordinate appearances at train shows and line up volunteers to work. Individual would also be responsible for advertising Division events.
- Social Media. Twitter, Facebook, etc. Do we need a larger presence on social media? Discussion at the meeting was inconclusive.
- New Meeting Location. Discussed possibility of finding a new meeting location. Looking for a location which is more central to the metropolitan St Louis to cut down on travel. Illinois meetings are poorly attended because most of the membership is west of the Mississippi river. Meetings held in West County are a long drive for Illinois members. A more central location could improve attendance and participation. Need to investigate further.
- Layout Tours. Looking for an individual to coordinate layout tours. Solicited a volunteer without response.
- Operating Sessions. Phil Bonzon has a number of layouts lined up. Enough for one operating session a month. Solicited a volunteer to take this activity over without response.

- Meeting Notice and RPO Mailing Fees. The current annual mailing subscription fee does not cover mailing and printing costs. Discussed whether the Division should up the cost or eat the cost.

Announcements

Ron Gawedzinski, Activity Coordinator discussed upcoming activities.

- April 20th, Joint NHRS/Gateway Division bus trip across Southern Illinois to visit railroad stations
- NHRS, St Louis region celebrating its 50th year (look for more details in upcoming email)
- Joint NHRS/Gateway Division picnic (Ron asked for recommendation on location [Wabash Frisco and Pacific Railroad, Glencoe MO/Museum of Transportation, St Louis MO]). Membership voted 9 for Glencoe and 8 for Museum of Transportation. Ron will ask the NHRS membership for input and then determine the location.

Drawings

- 50/50 winner Richard Anderson
- Mark Twain Hobby Center gift card drawing: Dennis Colker
- Rock mold donated by Gregor Moe: Rich Zellich

Meeting adjourned

Respectfully Submitted,

Jimmy Ables,
Clerk, Gateway Division

Meeting Minutes for February 18, 2013

Timothy Stout, Superintendent
Phil Bonzon, MMR, Assistant Superintendent
Hank Kraichely, MCoR Director
Jimmy Ables, Clerk
Richard Velten, Paymaster
Ron Gawedzinski, Activity Coordinator

Clinic: Dave Roeder gave a presentation on design and construction of paper structures.

Business Meeting:

Superintendent Tim Stout called the meeting to order at 8:10 PM. There were 26 members and 1 guest present. Tim welcomed our guest Brenda Stout.

Minutes of Previous Month's Meeting

Minutes from the February 2013 meeting were available for review prior to the meeting start. Two corrections to the minutes were voiced and accepted. Upon correction the minutes were accepted.

Treasurers Report

Richard Velten presented the treasures report. The report was accepted.

Merchandise Report

Richard Velten has assumed responsibility for merchandise and as such reported on items available.

RPO Report

John Carty requested inputs for the upcoming RPO.

Directors Report

There was no report as Hank Kraichely was not in attendance.

Achievement Program (AP) Report

Phil Bonzon reported he expects to receive several certificates and awards from national next month. Phil also urged members to become more involved in AP.

Old Business

- 2013 Clinic Schedule. Tim Stout noted the 2013 schedule of monthly clinics is posted on the Gateway Division website and will be included in the upcoming RPO. Item closed.
- 2013 Kit Building Contest. Phil Bonzon discussed the possibility of obtain car kits from the Tichy Train Group. Phil talked about the different types of cars available from Tichy. No decision was made. Open
- Outside Activities. Ron Gawedzinski, discussed upcoming activities. The first activity planned for 2013 is a bus tour of historical railroad stations in southern Illinois. The cost is \$25 per person. The bus

will pickup and drop off at locations in St Louis and Illinois.

- **Publicity Chairman.** Don Ayres appointment to the newly created position of publicity chairman. His duties will include coordinating our attendance at train shows and advertising of Division events. Don discussed the need to update our display and asked for a consensus on how many and which shows we should attend. Closed
- **Operating Sessions.** Phil Bonzon has 8 layouts lined up so far and he's look for four more. The plan is to have an operating session each month the Saturday following the monthly meeting. Phil also requested a volunteer to take on coordination signups/attendance. Open
- **Website.** Tim discussed the current state of our website. The current software used to build our website is ~10 years old. We've reached the point where the software is no long supported and our current web services provider will no longer be support it. Our web master has begun work on a new site and will give us a presentation on the new site at the March meeting. Open
- **Meeting Notice and RPO Mailing Fees.** The current annual subscription fee does not cover mailing and printing costs. We discussed whether the Division should up the costs or eat it. The executive committee will review current costs and determine if an increase is in order. Open

New Business

- Officers voted to give Brian Post the \$150 to cover repairs to his copier. Brian makes and distributes copies of Division flyers to hobby shops and train shows. Closed

Drawings

- 50/50 winner: Bill Linson
- Mark Twain Hobby Center gift card drawing: Kathy Brawley

Meeting adjourned at 9:18

Respectfully Submitted,

Jimmy Ables,
Clerk, Gateway Division

Timetable of Events

Do you know of an event of interest to other Gateway Division members? Send the information to the editor so it can be listed 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 (johnpcarty@hotmail.com).

Sat., April 6, 2013

Benefit Model Train Show & Swap Meet, 10 a.m. – 3 p.m., Franklin Elementary School, Belleville, Illinois. Admission: \$3, children under 13 are free.

Mon., April 15, 2013

Gateway Division Meeting, VFW Hall, O'Fallon, IL, 7 p.m. Clinic by Pete Smith MMR presenting his techniques for finishing wood structures. Pete builds and finishes absolutely fabulous wood structures and this is an opportunity to learn his secrets and methods.

Mon., May 20, 2013

Gateway Division Meeting, Trinity Lutheran Church, W. St. Louis County, MO, 7 p.m. Model kits and contest instructions for our annual kit bash contest will be distributed to members to complete and return for display and/or judging at the September 16, 2013 Gateway meeting. There will be two contest categories: Craftsman (previous winners) and Novice. Phil

Bonzon MMR will present the clinic discussing how the kit could be built to make AP Merit Award (87.5 points).

Thur., June 13, through Sun., June 16, 2013

MCoR Convention, Olathe, KS.

Mon., June 17, 2013

Gateway Division Meeting, VFW Hall, O'Fallon, IL, 7 p.m. Clinic by Phil Bonzon MMR demonstrating his technique for turning ceiling tile into quick, inexpensive, and effective rock bluffs. Phil will show his "Best of Show" award winning "Cressmont, WV" diorama, which used this technique for making rock bluffs.

Sun., July 14, through Sat., July 20, 2013

NMRA National Convention, Atlanta, GA.

Mon., July 15, 2013

Gateway Division Meeting, Trinity Lutheran Church, W. St. Louis County, MO, 7 p.m. In lieu of a clinic this meeting will host a swap meet and videos on model and prototype railroading.

Fri., August 2 & Sat., August 3, 2013

2013 St. Louis Railroad Prototype Modeler's Meet, starts at 9 a.m. each day, Gateway Convention Center, One Gateway Dr., Collinsville, Illinois. Admission: \$25 Fri. & Sat., \$15 Sat. only, kids under 13 free with paid adult admission.

Mon., August 19, 2013

Gateway Division Meeting, VFW Hall, O'Fallon, IL, 7 p.m. Contest instructions for building a paper diorama will be distributed to members to complete and

return for display and/or judging at the December 16, 2013 Gateway meeting. Phil Bonzon MMR will show members examples at the meeting as to what can be built. There will be two contest categories: Craftsman (previous winners) and Novice.

Sat., September 7, 2013

Boeing Employee Railroad Swap Meet, 10 a.m. – 3 p.m., Queeny Park Recreation Complex, West St. Louis County, Missouri.

Mon., September 16, 2013

Gateway Division Meeting, Trinity Lutheran Church, W. St. Louis County, MO, 7 p.m. The model kits that were distributed to members at the May 20 meeting are to be returned and displayed and/or judged. Prizes will be awarded in both Craftsman and Novice categories.

Sat., September 21, 2013

Route 66 Model Train Show, 10 a.m. – 3 p.m., Pacific Eagles Hall, 707 Congress, Pacific, Missouri.

NMRA MCoR & 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 \$66 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

Timothy (Tim) A. Stout

timothy.stoutatymail.com

Assistant Superintendent

Philip (Phil) G. Bonzon MMR #427

pgbonzonataol.com

Clerk (Secretary)

Jimmy D. Ables

jim.ablesathotmail.com

Paymaster (Treasurer)

Richard (Rich) M. Velten (Marilyn)

rmveltenatswbell.net

Division Director

Henry (Hank) W. Kraichely

hkraichelyatsbcglobal.net

