

RPO

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Editor: John Carty

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

Submission deadlines:

- Spring: April 1
- Summer: July 1
- Fall: October 1
- Winter: January 1

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On The Cover

photo by Eugene Coffman

View from the vestibule of a passenger car of Florida Gulf Coast 1951 model GP-7 #1835 at the Florida Railroad Museum. Read the article and see more photos starting on page 10.

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Correction

In the Spring 2014 issue (Vol. 22, No.1) The third place diorama entry was erroneously credited to Tom Trotter instead of Jack Stroker.

Superintendent's Desk

by Tim Stout

Happy 4th of July to all. Hope you enjoyed the Holiday with family and friends – maybe even ran a few trains at an ops session somewhere during your day off.

This past quarter was busy for Brenda and me. We attended two regional conventions – the Midwest Regional convention in Schaumburg, IL, May 15th thru the 18th, followed by the joint SER (Southeast Region) Mid – Continent Regional convention in Memphis June 13th – 15th. Busy times

considering that most consider Model RR a winter hobby.

It did snow on us Friday morning in Schaumburg- yes it was snowing in Chicago on May 16th. Didn't stay on the ground but certainly wasn't what I was prepared for in May. The Fox Valley Division did an excellent job of lining up interesting prototype tours and several hands- on clinics that Brenda and I attended. First tour was of Kloke Locomotive Works Friday morning. That was a neat tour – they are building a full scale replica of the funeral car that transported Abraham Lincoln's body back to Springfield IL. They are going to retrace the route with the car on a funeral train on the rails to celebrate the anniversary of Lincoln's death. There was a binder of photos and descriptions of various parts of the car to read thru as well as the car itself to see. The plan is to transport this replica of the funeral car around the country and run it on short lines or anywhere there is a special railroading event. It will travel by truck mostly and be setup on the rails for the days it is operating. The builders of the replica hope that it will be a teaching tool to inspire youngsters and adults alike to learn more about that era of history and how those decisions made our country what it is today.

There was also a tour of the Illinois Railway Museum behind the scenes – neat tour – lots of rolling stock in buildings getting renovated as money and volunteers are available. They let us in a passenger car that was being restored to see the process. Amazing woodworking detail in the finished section of the car is quite a contrast from the part of the car they just started on. If you get up that way – stop in and pay a visit. It is similar to the St. Louis Museum of Transportation - but larger.

Wear your comfortable walking shoes – lots of ground to cover.

Lastly there were numerous self-guided layout tours and we never stopped moving until 10:00 pm any night trying to get to as many layouts as possible and eating somewhere along the way.

Memphis was quite a bit different – the joint regional convention was setup with all events taking place during the day and ending around 5 -6 pm every night, except for the FedEx tour that ran from 10 pm to 2:30 am the next morning. As a result I didn't go to any clinics in Memphis because I was touring layouts Friday and had prototype tours all day Saturday.

I liked the CN tour the best of the 3 with BNSF second due to the railroad nature of the tours. During the tour of the CN Harrison Hump yard we got to go into the tower and watch them sort a string of cars. That was incredible – all the tracks were on the diagram and the computer knew which train was being built in each track and where the cars being sorted went – so the switches all aligned automatically for every car being sorted and told the pin puller when it was OK to release the next car via a green light. We also got to see the locomotive repair shop, mechanical shop, and intermodal part of the yard.

BNSF tour was also good – seeing those giant 180' tall cranes up close moving containers was impressive. I have driven by this facility going to Tupelo for work – but this was my first visit. The cranes are able to lift as well as rotate the containers 180° so they are facing the correct way on the truck frames when they leave the terminal. All truck traffic thru the terminal is one way – so if the container is backward on the rail car the crane operator rotates the container so it is oriented correctly with the doors at the back of

the truck trailer. I need a remote control crane like this for my dream layout someday - after winning the lottery.

I also got to operate a remote control coal loading terminal at a home layout in Chicago – add that to my list for my dream layout – along with his operating rotary dumping station to unload his coal cars at the other end of his layout.

Couple of reminders – the Fall Meet planning is underway – for those who haven't heard yet – it will be a two day event this year. It will be held at the Oliver C Joseph Chrysler dealership along Route 15 in Belleville IL. The Fall Meet is being held in conjunction with the 100th anniversary of the dealership and the 200th anniversary of the city of Belleville. Date is November 1st and 2nd. Mark your calendars – there will be lots of family oriented activities as well as vendors and clinics. If you want to volunteer to help please contact Hank Kraichley at 636-394-5151 or e-mail him at hkraichely@sbcglobal.net all volunteers are welcome.

Another event coming up will be the Joint Picnic between the Gateway NMRA and the St. Louis chapter NRHS (National Railway Historical Society). Tentative date is October 18th at the Museum of Transportation. Food will be provided. To sign up or volunteer to help with the picnic contact Ron Gawedzinski via e-mail at rwgawed@yahoo.com or by phone 314-846-5559.

Also the RPM (Railroad Prototype Modelers) meet will be in Collinsville again this year the first weekend of August. So mark your calendars – fall will be an exciting time loaded with activities for all calibers of modelers. Look forward to seeing you at the

upcoming meetings and activities – till next time – take care and have fun.

Under the Wire

by John Carty, Editor

Summer is here heralding the end of little league baseball and softball, and I have once again forgotten to take my camera to games to catch the kids playing ball while the Canadian National local drags by. Better luck next year.

Perhaps I can persuade my better half to consider a garden railroad, but will probably have to wait until fewer children occupy the house and yard. The easing of my kids' schedules should allow me to start completing projects such as the Lima Hamilton switcher I have wanted to build as well as another interurban car. Honey dos are picking up, however.

This year the Fall Meet approaches and with it our annual contest. Please enter your work. If an item has previously won at any level of the NMRA, however, please bring it for display only. Judging will be on Saturday, but the popular vote will be held over both days. This is a great opportunity to share your work and get feedback.

This issue of the RPO is mailing a little late due to the aforementioned activities as well as a recently rectified shortage of material. Thank you very much, contributors. Once again, if each member submits one item during the year, the RPO better reflects the interests of the entire Gateway Division.

2nd Annual Railroad Station Tour - March 29, 2014

*by Rick Sprung & David Huelsing
photos by David Huelsing & Steve Binning*

The St. Louis Chapter ran its second station tour on Saturday, March 29. This year's destination was southern Missouri, visiting seven railroad stations. All but one were former Missouri Pacific stations, most built by predecessors St. Louis, Iron Mountain & Southern and



Mississippi River & Bonne Terre. The lone non-Mo Pac station was the former Frisco

depot in Poplar Bluff.

The first stop for the 39 passengers was the former Mississippi River & Bonne Terre station at Park Hills, followed by a tour of the Bismarck station. From there it was on to the granite station at Arcadia-Ironton and its



Detroit, Toledo & Ironton cabooses, which was also open for us. Lunch was at a great BBQ restaurant in Ironton, then on through the Ozarks to Piedmont where we viewed the granite station still in use by Union Pacific. After



that it was on to Poplar Bluff where we visited the Frisco depot, now the Mo-Ark Railroad Museum, and toured the former St. Louis, Iron Mountain & Southern (later Mo



Pac) station. After Poplar Bluff we headed for Bonne Terre and the former Mo Pac station that is now a bed and breakfast.

Although the weather remained cloudy and breezy for most of the day, the sun broke out just before Poplar Bluff and the stayed for the remainder of the day. Most importantly there was no rain.



Arcadia-Ironton MOP Depot



The trip nearly was canceled at the last minute when our bus company closed less than two days before the trip but thanks to Rich Eichhorst, who was able to get a last-minute replacement, we were able to run it. Thanks Rich!

The organizations below have helped us with the tour by being open, providing

valuable information and in some cases refreshments.

Thank you to:

Bismarck Depot Preservation Committee

Iron County Historical Society

Mo-Ark Rail Museum

Poplar Bluff Historic Depot Preservation Fund

Special Thanks to the Nick Fry and the John W. Barriger III Railroad Library

The Missouri Pacific Historical Society



FRISCO LINES		
TRAIN NO	NORTH	DEPT.
104	DAILY	2:10P
108	ST. LOUIS	12:37A
1	2122	8:00A
SOUTH		
103	DAILY	1:40P
107	MEMPHIS	12:17A
2	2111	7:35A
POPLAR BLUFF MO		DEC 1944





Layout Design Tips

by Dave Roeder, MMR

Webster Groves & Fenton RR

This article is intended to provide time saving ideas to those who are in the planning stage on an HO scale model railroad. If you are a person who likes to plan ahead and thus avoid wasting time and money, then perhaps you will find this useful. Most of it is from reading the many books available on the subject and then taking a common sense approach to implementing the information.

Layout the available area for your railroad: Make a scale drawing of the proposed area including all obstructions and the location of electrical power, HVAC ducts, sewers, and of course the appliances. If there are height restrictions, you will need to note them to avoid having people

banging their heads while viewing the scenes. A common error is to plan too big. Remember that you can allow for expansion into other parts of the area, but if you begin with too grand of a plan, you may not stand a chance of completing it. Make a realistic evaluation of the time you can spend working on your layout. I spend 20 hours per week on average and have completed 117 feet of single track main line done to what I consider a reasonable level of detail in 5 years. You can always buy a sheet of plywood, slap down some track and run trains, but the "Old Plywood Central" will get boring very quickly and then you have to start adding on with band-aid solutions to the problems that you created by not having a realistic

plan. Plan to do one manageable area to completion, moving on to other scenes as time and money permit. This method will allow you to increase your skills and to learn new skills while also giving you the satisfaction of seeing your layout grow.

I suggest you purchase one or two of the books on layout design and then decide what your wants and needs are. Design the track plan to your satisfaction but remember to include provision for running a loop. Sooner or later you are going to want to sit back and let your guests watch the trains run.

Avoid reverse loops and S-curves at turnouts. Make all sidings adequate in length. I use one length of flex track as a minimum. Make all vertical transitions at least 12" long to avoid problems. I use tapered shims to bring the track down from the main line to the sidings.

Plan the aisle widths so that you can easily have two people back to back. Three feet is the minimum for a main aisle. The plan should include control panel locations. Keeping the aisle in those areas close to four feet wide is best as that is where the traffic will be the heaviest. I am a firm believer in the "NO DUCK-UNDERS" rule. These are very common; just visit a few and ask the owner if he or she would do it again. Reach lengths for the average person are 30" to 32" at a bench-work height of 48"-50". Do not exceed this because you will forever regret it when something goes on the ground out of your reach. Remember the children. I have a couple of wood boxes about 18" tall that I use to allow the smaller folk to view the layout.

Bench-work:

There are many different designs, all with advantages and disadvantages.

Once again I recommend the books. I prefer the L-girder and flat top as my layout is industrial / switching. This means there is a lot of track density. Flat land is good. Freight cars do not roll down sidings to foul the turnouts. If you are modeling Colorado narrow gage, then the open grid type is best. Just remember to have a plan before you begin cutting up hundreds of board feet of lumber. Chose a style and time period, and then purchase the proper rolling stock and power to fit your layout. Don't make the mistake of buying every new car or locomotive that is released. At best, you will end up selling the stuff at a loss to someone who is planning ahead and looking for a deal on your castoffs, or you may be stuck with it.

Track-work:

I use code 100 flex-track and commercial turnouts. Don't waste your money on used track, brass track, nickel-plated steel track or other bargain basement items. Track is the most permanent part of the layout. You want it to last a lifetime and not give trouble. The most depressing thing you can have is a nice completed layout that cannot be operated because of derailments. I made curve templates of 180 degrees for every radius from 24" to 36" in 2" increments. These included an easement [a gradual curve leading into the radius that is the actual turn] at one end. These curve templates were very useful in creating a smooth running high speed main line as well as setting the limits of tangent [straight] track between curves. Minimum curve radius is determined by your layout period and type. My layout is set in the 1980's so I chose 36" for the main line and 24" for the sidings with a few exceptions in tight switching locations. For the best performance, use #6

turnouts on the main line and in the yard areas. I have a total of 66 turnouts on my layout and only three are #4's. For smooth operation and zero derailments I file the switch points to a blending chamfer before installation.

Grades are also a matter of concern if you are planning on running realistic train lengths. The ruling grade [steepest on you layout] should be no more than 2.5% for modern day diesel operations. I know there are those who will take exception to this, but once again, I am talking about my layout where every car is weighted to NMRA standards [or heavier]. I use a GE 70 ton switcher in one area and it can only move three "loaded" 100-ton grain hoppers out of the sidings. This makes for more realistic operation and it also gives the engineers a better feel for the time it takes to complete a day's work on the railroad.

Probably the best advice I can offer is to go out and buy a few of the excellent books on the subject. Read them carefully and you will discover there are no secrets to building a reliable, fun to operate model railroad.

References:

Track Planning for realistic operation by John Armstrong – 1991

Model Railroad Bench-work by Linn H. Westcott – 1992

Easy Model Railroad Wiring by Andy Sperandio – 1990

Walkaround Model Railroad Track Plans by Don Mitchell – 1991

101 Track Plans for Model Railroaders by Linn H. Westcott – 1993

18 Tailor Made Model Railroad Track Plans by John Armstrong - 1992

“You Ride Our Exhibits!”



by Eugene Coffman

As you approach the Florida Railroad Museum, don't look for an imposing structure; there is none! This museum's slogan is "You ride on our exhibits". The museum is located in Parrish, Florida, on the Gulf

Coast just south of Tampa. Some restored engines and cars are on exhibit at



Parrish, but many more waiting for restoration are located at the storage yard at Willow.

Variety is the word at the museum where locomotives vary from a restored Porter steamer from the Brooklyn Navy Yard to RS's and GP's from several lines. Boxcars and hoppers from a variety of industries and lines are interspersed with passenger coaches, an RPO, baggage car, club car, observation car, and several cabooses make for a colorful and interesting exhibit.



The seven miles of track used by the museum was originally part of the Seaboard Line and was a branch going to the local

electric plant. It is now controlled by Florida Power and Light (FPL). The ride originates in Parrish



and goes north through a palmetto swamp to Willow where a decrepit wood trestle prevents further travel. The FPL track continues south of Parrish to a CSX

through track but the museum equipment is not allowed to cross the highway in Parrish.

The museum is primarily supported by the year-round weekend excursion trips. Seasonal and themed rides are reportedly a big hit and frequently sell out. A "party caboose", club car, or the entire train can be hired for special occasions. True enthusiasts can also be the



“engineer for a day”, ride in the locomotive, and be shown how to actually operate the controls. The train is operated entirely by friendly, knowledgeable volunteers.



A volunteer rides in each car on the ride and can answer questions about that particular car’s history and all sorts of trivia about Florida railroading.

The power for our ride was Florida Gulf Coast 1951 model GP-7



#1835. Riders had easy access between all cars including two coaches, a Pullman, a covered observation gondola, a nicely restored Club Car, and



caboose. Local flora and fauna were readily observed from the open gond but the presence of alligators would



make hiking back a bad idea! Florida temperatures and humidity made the air-conditioned Club car the most popular spot on the return trip. The \$14.00 charge covered the 90 minute, 13 mile round trip ride and all the time you want at the stationary exhibits. This well-designed attraction and all the friendly volunteers made this one of our favorite



stops on this trip.



2014 Annual Gateway Division Kit Bashing Contest

Rules

1. Build the diorama.
2. Have Fun.
3. The buildings are to be on a base that does not exceed one square feet in area and maybe any shape as long as it does not exceed 1 Sq. Ft. (144 sq. inches)
4. The base may be flat or contoured.
5. A background is allowed, but not required.
6. Additional materials may be used in building the diorama.
7. The house kit maybe modified in anyway desired by the builder.
8. The 3-house kit does not have to be built as three houses. Think out of the box, use your imagination.... a long freight house or bunkhouse, a 2-story

by Phil Bonzon

and 1-story house, a 3-story house, build as commercial buildings, etc.

9. Figures, miscellaneous details and scenery maybe added to the diorama and are encouraged.

10. There will again be two categories of entrees, *Craftsman* (previous award winner) and *Novice* (no previous award)

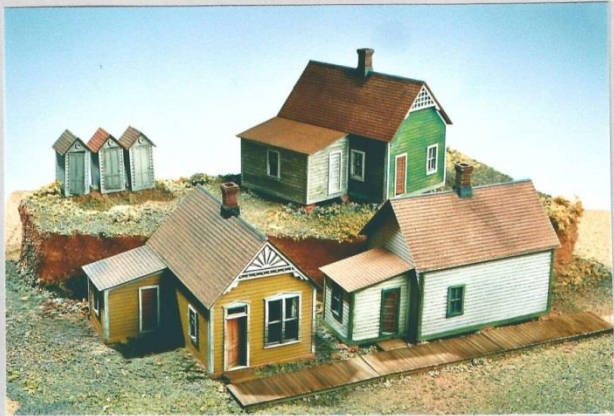
11. Dioramas are to be built and return for judging at the November 17, 2014, Gateway meeting at Trinity Church.

GRANDT LINE PRODUCTS

1040 B SHARY CT CONCORD, CA 94518
(925) 671-0143

This kit is based on a row of houses which can still be seen today on Reese Street in Silverton, CO. Constructed in the early 1900's, they are typical of the modest tract houses built to accommodate workers in mining areas throughout the West. Similar houses dotted the streets of mining towns in California, Nevada, Arizona, Colorado and Utah. As time went on, the houses were added onto and expanded to fit the needs of their residents.

We have provided components for constructing three complete houses, including their lean-to's, boardwalks and outhouses. To give your buildings an individual look, you can choose from four different gable trims. The lean-to's, which can be made in two different sizes, may be used on the back or side of the buildings. By doing a bit of kit-bashing, you can duplicate the houses in their "expanded" form. Although there are many different ways to arrange the components, the three houses, built as designed, will fit on a 10" x 5" footprint (not including the outhouses).

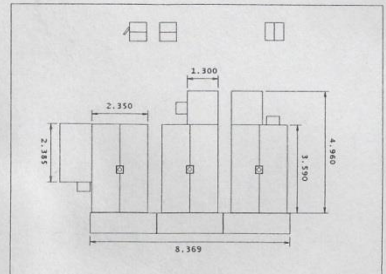


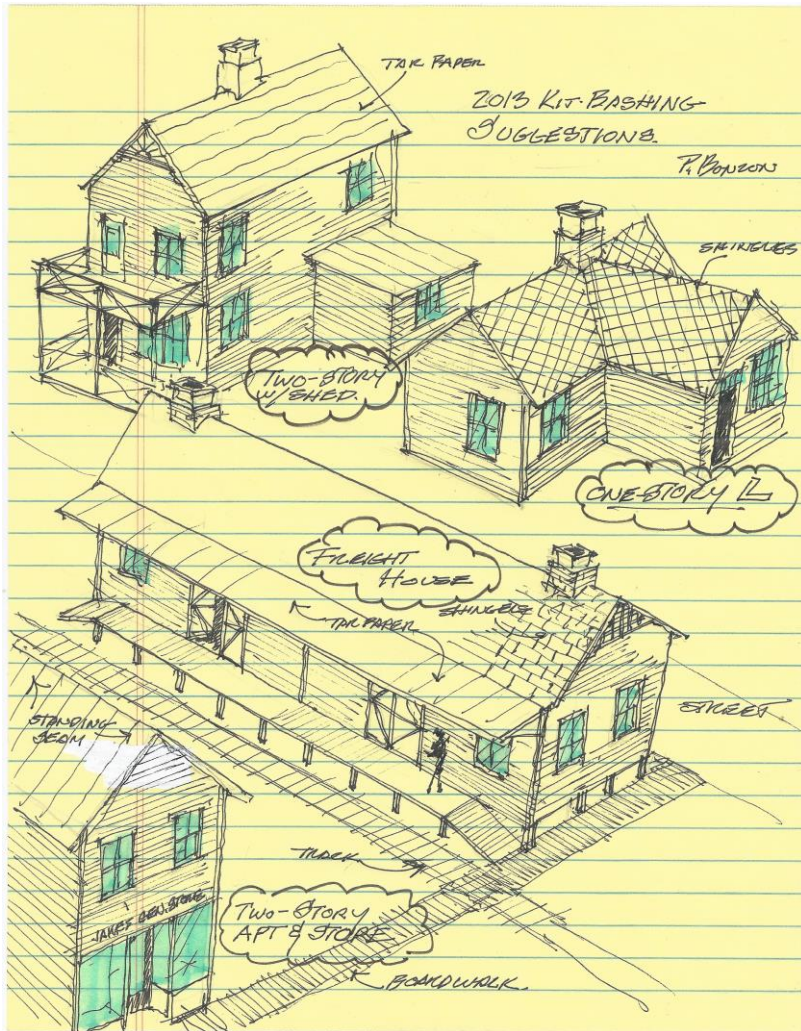
THE REESE STREET ROW HOUSES

HO KIT #5903

PARTS LIST

- 5021 Rear door
- 5030 Side and rear windows
- 5057 Chimney
- 5258 Eave Trim
- 5259 Front window and door
- 5903-1 House sides and ends
- 5903-2 Lean-to sides and ends
- 5903-3 House and lean-to roofs
- 5903-4 Floors, outhouse, boardwalk
- 5903-5 Window glazing material





Jimmy Ables, Clerk

Hank Kraichely, MCoR Director

Ron Gawedzinski, Activity Coordinator

Don Ayres, Publicity Chairman

CLINIC – Rich Velten presented a program on Northlandz, an operating model railroad exhibit located in western New Jersey. Conceived and mostly built by Bruce Williams Zaccagnino, the model railroading exhibit covers 50,000 square feet and contains

Division Minutes

by Jimmy Ables

Meeting Minutes for March 17, 2014

Timothy Stout, Superintendent

Phil Bonzon, MMR, Assistant Superintendent

Richard Velten, Paymaster

50,000 feet of HO gauge track, 250 feet of O gauge track and 200 feet of G gauge track.

BUSINESS MEETING – Superintendent Tim Stout called the meeting to order. There were 22 members attendance.

Minutes of Previous Month's Meeting

Minutes from the February 2014 meeting were available for review prior to the meeting start. The minutes were approved as submitted.

Treasurers Report

Rich Velten presented the paymasters report for February 2014. Our opening balance was \$17,672.20 and the closing balance was \$17,765.49. Most of our income was from wheel set sales.

Merchandise Report

Rich Velten reported we've have lots of 33" wheel sets and two packages of 36" wheel sets. Also on hand are 11 NMRA N-gauge standards, 3 NMRA HO gauge standards, and 2 NMRA OO-On3 gauge standards.

RPO Report

Tim reported John Carty is still looking for articles for the RPO. The deadline is 1 April.

Directors Report

Hank Kraichely reminded everyone about the upcoming Joint Regional Convention in Memphis and recommend those wanting to attend sign up soon.

Achievement Program (AP) Report

Phil Bonzon stated we're still waiting on John Carty's author AP certificate.

Publicity Chair Report

Don Ayres reported on the Boeing show. We had three people take 6 month membership applications. Don discussed the upcoming Franklin School show in Belleville and said he has enough volunteers to man a table. Tim asked if there was any interest setting up a table to at a show in Greenville IL in June. Don is researching.

Outside Activities Report

Ron Gawedzinski discussed several upcoming events. The 2nd Annual Southern Missouri

Depot tour is on 29 March. Signup ends soon. The NRHS is sponsoring a trip to the Capital via railcar 2-9 June. Ron talked about the NRHS/Museum of Transportation/Smithsonian Institute sponsored event called Go by Train scheduled for September 27th, 2014 at the Museum of Transportation. More details to come.

Old Business

- Richard Schumacher, Dale DeWitt, and Hank Kraichely continue to add new content to the website. Tim thanked all involved for their diligence and hard work.
- Tim and Phil asked what members would like to see in future clinics. Suggestions included clinics on airbrushing, and videos on railroad topics. Suspending the business meeting and holding longer clinics where members can do hands on learning was also discussed.

New Business

- The Division has a new PO Box: Gateway Division - MCOR – NMRA PO Box 7742 Chesterfield, MO 63006-7742

Announcements

- 13-15 June, Regional Meet in Memphis
- 22 April, Dreamland Place train show
- 14 June, the American Heritage Railroad Show in Greenville, IL

Drawings

50/50 winner: Phil Bonzon

Gift Card winner: Dick Wegner

Meeting adjourned.

Meeting Minutes for April 21, 2014

Timothy Stout, Superintendent

Phil Bonzon, MMR, Assistant Superintendent

Richard Velten, Paymaster

Jimmy Ables, Clerk

Hank Kraichely, MCoR Director

Ron Gawedzinski, Activity Coordinator

Don Ayres, Publicity Chairman

CLINIC – Rich Velten and Hank Kraichely presented the first in a series of clinics on airbrushing. The clinic began with a video on preparing models for painting. Rich and Hank followed the video with a discussion on the different types of airbrushes, paint booths, and paints and solvents. Members were then given the opportunity to get the feel of handling an airbrush.

BUSINESS MEETING – Superintendent Tim Stout called the meeting to order. There were 17 members and one guest in attendance. Tim welcomed our guest Noella Wiese.

Minutes of Previous Month's Meeting

Minutes from the March 2014 meeting were available for review prior to the meeting start. The minutes were approved as submitted.

Treasurers Report

Rich Velten presented the paymasters report for February 2014. We had income of \$34.62 and expenses of \$137.41. Our closing balance was \$17,662.70.

Merchandise Report

Rich Velten reported he sold 25 packages of wheel sets and we are down to 18 packages of 33" wheel sets and 2 packages of 36" wheel sets. Also on hand are 11 NMRA N-gauge standards, 3 NMRA HO gauge standards, and 2 NMRA OO-On3 gauge standards.

Jim Ables made a motion we go ahead and order more wheel sets before we run out again. The motion was agreed to.

RPO Report

Don Ayres, on behalf of John Carty, reported the Spring RPO was published and mailed, emailed, and posted to the Division's website. The deadline for submission to the summer RPO is 1 July.

Directors Report

Hank Kraichely, reminded everyone the latest edition of the Caboose Kibitzer is available

from the MCoR website. Hank also reminded everyone about the upcoming Joint Regional Convention in Memphis and recommended those wanting to attend signup soon.

Achievement Program (AP) Report

Phil Bonzon presented John Carty with his authors AP certificate prior to the meeting.

Publicity Chair Report

Don Ayres reported on the Franklin school show. He reported there was one individual interested in joining. Don brought up possibly having a table at the National Train day at Union station 10-11 May 14. The Great Train Expo is scheduled for mid-July we'll be signing up volunteers to work the event soon.

Outside Activities Report

No report

Old Business

- No old business was discussed.

New Business

- Brad Joseph has offered to host the Fall Meet this year. This would be in conjunction with Oliver C Joseph Chrysler/Dodge's 100th anniversary and Bellville's 200th anniversary. Brad will donate \$1500 and cover much of the costs of the event. Jim Ables made a motion to investigate further and come to a decision within the next 60 day. The motion was agreed to. Hank will follow up with Brad.

Announcements

- 13-15 June, Regional Meet in Memphis
- 14 June, the American Heritage Railroad Show in Greenville, IL

Drawings

50/50 winner: Pete Smith

Gift Card winner: Don Ayres

Meeting adjourned.

Meeting Minutes for

May 19, 2014

Timothy Stout, Superintendent

Phil Bonzon, MMR, Assistant Superintendent

Richard Velten, Paymaster

Jimmy Ables, Clerk

Hank Kraichely, MCoR Director

Ron Gawedzinski, Activity Coordinator

Don Ayres, Publicity Chairman

CLINIC – Rich Velten, Hank Kraichely, and John Lee presented the second in our series of clinics on airbrushing. The clinic began with an overview of the previous months clinic and then John discussed various types of airbrushes and their attributes. Members were then invited to try their hand airbrushing.

BUSINESS MEETING – Superintendent Tim Stout called the meeting to order. There were 20 members and 4 guests in attendance. Tim welcomed our guest Paul Reiningger, Noella Wiese, Al Heger, and Matthew Heger.

Minutes of Previous Month's Meeting

Minutes from the April 2014 meeting were available for review prior to the meeting start. The minutes were approved as submitted.

Treasurers Report

Rich Velten presented the paymasters report for February 2014. We had income of \$204.53 and expenses of \$157.12. Our closing balance was \$17,710.11.

Merchandise Report

Rich Velten reported wheel set sales continue to go well. Currently, we have on hand 18 packages of 33" and two packages of 36" wheel sets. Also on hand are 11 NMRA N-gauge standards, 3 NMRA HO gauge standards, and 2 NMRA OO-On3 gauge standards. Rich and Hank are putting together the next order.

RPO Report

Don Ayres, on behalf of John Carty, reported the Spring RPO was published and mailed, emailed, and posted to the Division's website. The deadline for submission to the summer RPO is 1 July.

Directors Report

Hank Kraichely, reminded everyone the Joint Region Convention is coming soon. Need to get signed up.

Achievement Program (AP) Report

Nothing new to report.

Publicity Chair Report

Don Ayres reported the next event is the Great Train Expo in Belleville.

Outside Activities Report

No report

Old Business

- Brad Joseph has offered to host the Fall Meet this year. This would be in conjunction with Oliver C Joseph Dodge Chrysler Jeep's 100th anniversary and Belleville's 200th anniversary. Brad will donate \$1500 and cover much of the costs of the event. Hank and Phil Bonzon are meeting with Brad on 20 May to discuss further.

New Business

- Annual Model contest. Kits and rules will be handed out at the June meeting.

Announcements

- 24/25 July Great Train Expo, Belleville IL

Drawings

50/50 winner: Don Ayres

Gift Card winner: Bill Linson

Meeting adjourned.

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).

Free Train Rides!

The St Louis Live Steamers Public Run Days for 2014 are: August 16th, September 6th, and October 4th. 11 am to 4 pm, Kircher Park, Eureka, MO.

Mon., July 21, 2014

Gateway meeting at Trinity Church.

Saturday & Sunday, July 26 & 27, 2014

The Great Train Expo at Belle-Clair Fairgrounds, 200 South Belt East, Belleville, IL 62220. 10:00 am to 4:00 pm - both days, admission: \$7.00 (good for both days)

Sat., August 2, 2014

Central Missouri Railroad Association, Tran Show and Swap Meet, Warrenton Elks Lodge, 1101 E Veterans Memorial Parkway, Warrenton MO 63383. 10 am to 2:30 pm, admission: adults \$5, kids 12-17 \$3, kids under 12 Free.

Mon., August 18, 2014

Gateway meeting at O'Fallon, IL.

Saturday, Sept. 7, 2014

Boeing Employees' Railroad Club Swap Meet, Queeny Park, 550 Wiedman Road, Ballwin, MO 63011, 10:00 am to 3:00 pm, admission: \$3 (children under 12 free).

Mon., September 15, 2014

Gateway meeting at Trinity Church.

Sat., September 27, 2014

Route 66 Train Show, Pacific Railfan Center, 707 Congress, Pacific, MO 63069, 10am-3pm, admission: \$5, Kids under 12 Free

Sat., September 27, 2014

Go By Train, Museum of Transportation, 3015 Barrett Station Rd., St Louis, MO 63122, 9am-3pm

Sat. & Sun., October 11 & 12, 2014, 24rd Annual Greater St. Louis

Metro Area Train Show, Kirkwood Community Center, 111 S. Geyer Rd., Kirkwood, MO 63122, 10 am - 5 pm Sat., 11 am - 4 pm Sun., Admission: \$7.00 (All kids and students with I.D. are free).

Mon., October 20, 2014

Gateway meeting at O'Fallon, IL.

Sat. & Sun., November 1 & 2, 2014

Gateway Division 2014 Fall Meet (Change of Location for 2014 Show), Oliver C. Joseph Chrysler Dodge Jeep RAM, 3795 West State Route 15, Belleville IL, 62226, 9 am - 3 pm Sat. and 11am - 3 pm Sun. Admission: Free

Mon., November 17, 2014

Gateway meeting at Trinity Church.

Sat. & Sun., November 29 & 30, 2014

The Great Train Expo, Gateway Center, One Gateway Dr., Collinsville, IL, 10:00 A.M. – 4:00 pm, admission: \$7.00 (Children under 12 free).

Sat., Dec 7, 2014

Great St. Louis Before Christmas Train Show & Food Drive, Immanuel Lutheran School, 9733 Olive Blvd., Olivette, MO, 9:00 am to 3:00 pm, Admission: \$5.00 (\$4.00 with non-perishable food item) Children 12 and under free with adult.

Sat., December 13, 2014

Kirkwood Railroad Association of Missouri, Open House, 106 N. Sappington Rd, Oakland, MO, 12pm to

4pm, Use south entrance to the basement level of the Hough Community Learning Center, Admission: Free – Donations Gladly Accepted

Mon., December 15, 2014

Gateway meeting at O'Fallon, IL.

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 \$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 included with membership at the National level and runs concurrently.

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 \$10, 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

Division Officers

Superintendent

Timothy (Tim) A. Stout

Assistant Superintendent

Philip (Phil) G. Bonzon MMR #427

Clerk (Secretary)

Jimmy D. Ables

Paymaster (Treasurer)

Richard (Rich) M. Velten (Marilyn)

Division Director

Henry (Hank) W. Kraichely