

RPO

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Summer 2015
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RPO

Summer 2015: Volume 23, Number 2

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Editor: John Carty

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Submission deadlines:

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Summer: July 1
Fall: October 1
Winter: January 1

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On The Cover

photos by William Wiese

Photos taken during a Steam excursion on the Durango & Silverton. See page 7 for more.

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Superintendent's Desk

by Tim Stout

Spring has turned into summer and as I mentioned in my spring column – I am now mowing my lawn – albeit around the puddles on the dry days. At least most model railroads are indoors where it is dry and air conditioned! Two excellent reasons to take a break from yard work every week or two and spend an evening indoors with fellow model railroaders.

This past quarter we had 3 well attended clinics. The April clinic by John Carty, "A Brief History of the East St. Louis & Suburban System" was attended by 18 guests in addition to 18 regular members. That is the most people I've seen at an Illinois meeting and the most guests I can recall at any meeting. The May clinic at Trinity Lutheran Church on the restoration and operation of Frisco 1522 by Dave

Roeder and Don Morice drew 40 members and 2 guests. June was also well attended as Curt Regensberger gave a clinic on the evolution of dispatching from early railroad days to present. His clinic drew three guests from Warrenton Missouri area to learn about dispatching. They have a model RR in a strip mall that is open to the public several days a week and were inquiring about ways to operate and dispatch their model RR. If you happen to be traveling along interstate 70 to Kansas City consider stopping at the strip mall in Warrenton to check out the Model RR. There used to be a hobby shop in the strip mall called the Train Haus if memory serves me correctly. That is no longer there – but the layout remains.

Thanks to everyone who took time out of his busy schedule to attend these clinics. I'm sure it made all the clinicians feel appreciated.

Coming up in July is a clinic by Jeremy Janzen on weathering techniques using Pan Pastels which are dry paints that are easy to apply and can be removed later if you decide you don't like the effect. The August Clinic will be presented by Jon Marx about the Nickel Plate – check your e-mail for further details on this clinic as it is finalized.

Other future events that the Division is participating in include the Great Train Expo in Belleville, IL on July 25th and 26th. The Railroad Prototype Modelers (RPM) meet August 8th – 9th at the Gateway Center in Collinsville, Illinois. Go By Train event Saturday Sept. 26th from 9am to 3pm at the Museum of Transportation in St Louis. Our Joint Picnic at the WF&P with the National Railway Historical Society will be on a date to be determined - most likely in September. The Fall Meet at Trinity

Lutheran Church November 7th. Lastly, the Great Train Expo in Collinsville, Illinois the weekend after Thanksgiving. We will have a table at each of these events and will need volunteers to help staff our booth. If you work at an event you are allowed free access to the event. Please contact Don Ayers to volunteer and get your name on the list for free entry to a show. All it takes is a couple of hours one morning or afternoon.

The Division recently acquired the layout originally built for the St. Louis History Museum used for a display during the winter of 2002-2003. This layout was built by the Gateway Division and reflects St. Louis during the 1950's era. This 4x8 layout will need a bit of care to dust it off and make sure the track is in working order – then we are going to raffle it. I hope to see it displayed at most of the above events so we can sell as many chances as possible to help our treasury. After the winning ticket is drawn at the end of the Thanksgiving Collinsville, IL show we will arrange for delivery to the lucky winner.

Lastly, I need to give special thanks to Hank Kraitchley and Rich Velten for their help in raising funds for the Division. They drove to Rolla and picked up a model railroad collection that was donated to the division. After returning with it to St. Louis they cataloged and photographed the collection so it could be e-mailed to NMRA members for them to browse and purchase. Hank turned half of his two car garage into a hobby shop for the past 3 months or so and the sales from the collection exceeded \$3,000 dollars. Quite a pleasant surprise – members got to buy merchandise at reasonable costs – the division is in the black for this year, and the division

gained several new members that were interested in the merchandise. Please join me in thanking them the next time you see them for their hard work on this. Thanks again.

Tim

Under the Wire

by John Carty, Editor

Summer has arrived. I would say that it is hot, but so far temperatures have been pleasant. Between shuttling kids to activities and honey dos, which included, I am struggling to accomplish something in regards to modeling.

I must admit that I was floored by attendance at the April meeting. Who would have guessed that so many would find the history of a local but now obscure interurban would incite so much interest? Please take this as an incentive to present a clinic or submit an article; since if you find the subject interesting, others will also find the subject to be of interest.

The Fall Meet is fast approaching. I hope to see many members bring entries to the Contest as well as some new clinicians.

Have a happy summer.

John

MCoR Convention

Report *by Phil Bonzon*

The MCoR 2015 Convention was a successful event in Jefferson City, Missouri. All convention and train show activities were at the Capital Plaza Hotel starting Thursday June 4 and concluding on Sunday June 7. The convention was hosted by the South Central Missouri Area with its Director Brad Slone MMR as Chairman.

There were plenty of interesting activities to keep you busy with the clinics, layout tours, a Woodland Scenic plant tour, operating sessions, model contest, BOD meeting, General Membership meeting and Awards banquet. Gateway members Dave Roeder MMR, Pete Smith MMR, Don Morice and Gregor Moe presented interesting clinics.

Model Railroading magazine's Editor Neil Besougloff was the banquet's keynote speaker and delicious BBQ Smoked Beef Brisket and BBQ Pulled Pork was served. The results of the MCoR election were announced and the new officers introduced: Hank Kraichely, President; Phil Bonzon MMR, Vice President; Bob Folkmann, Treasurer; Barbara Lundquist, Secretary. The model contest awards were presented with Gateway members Dave Roeder MMR receiving ten merit awards for his models and Phil Bonzon MMR receiving 2nd Place, 3rd Place and the 2015 Narrow Gauge Light Iron Award for his three WVM HOn3 passenger cars. Phil also received from the current MCoR President, Whit Johnson, the "Kenny Johns Memorial Award in recognition of outstanding service to the Mid-Continent Region and the hobby of model Railroading". You could have knocked over Phil with a feather, he was so surprised.

The Regional conventions are always worth attending because they are interesting and fun. You get to renew friendships with other MCoR members, learn something new in the clinics, see beautiful models in the contest, fantastic layouts on tour and interesting prototype tours.

I hope to see you at the 2016 MCoR Convention in Omaha, Nebraska June 2-5, which will be hosted by the

Weathering a Flat Car Deck

by Gregor Moe

While in Kansas City in late 2001, I spent an afternoon photographing trains. A portion of the time was spent shooting from a bridge. This looking down perspective allowed me to see the tops of cars from the same angle that one often views models on a layout. It also provided a guide to weathering the car tops. One piece of rolling stock that caught my attention was a flat car with a deck in an extremely decrepit condition. The decking was rotted and broken up and a good percent of it was missing. From what I could see of the car I photographed, it matched an InterMountain HO flat car that had the three-piece wooden deck.

Immediately I knew I wanted to model this flat car and recreate its rundown condition. I started by building the model as per the instructions, except for the deck. I used the kit's deck pieces for a size reference and then cut individual pieces of 2"×6" lumber for the deck. After cutting a large number of pieces, I started studying the prototype photo to see where to begin.

I began at the brake wheel end on the left side. I could not see all the decking on that end; so I copied the gap at the end on the right side to the left. The boards I could see looked fairly good so I just laid in lightly weathered boards up to the area of the truck bolster, which is exposed in the photo. I left the bolster exposed with a little bit of debris on the model to match the photo. After that, I used the trays on the side of the car as a guide for the



placement of gaps and extra heavy weathering of the deck boards. This helped me to match the details in the photo the best I could.



To weather the deck boards, I used the

back and side of a hobby knife blade point and dragged it along the grain to heavily distress the individual boards and to get the splits and tears in the boards. It was also used to remove pieces of the boards. I then scraped the sharp edge across the surface of almost all of the boards to just rough up the surface. The metal patch on the far right end was a piece of aluminum foil cut to fit and was pressed in to show where the car ribs were.

In the center pan, where the boards had rotted away, I used dried, finely chopped up leaves. Chains and wood debris were added where I could see them in the photo. All the boards and foil were glued to the plastic frame with canopy glue. The leaves were attached with Elmer's glue mixed with water.

The deck was weathered with mixtures of alcohol and liquid shoe polish in ratios of 8:1, 16:1 and 32:1. I started with the weakest solution and did the whole deck a couple of times and then came back with the stronger solutions and hit individual board or areas. The strongest solution was utilized on the dried leaves to get the rotted look. The sides of the car were weathered with AIM products to get a rusty look to match the deck of the car.



The decrepit deck on this flat car (top left) served as the inspiration for the author's model (top right and above), which was built from an InterMountain kit that received a new deck made from individual, scale 2"x6" boards that were distressed and weathered.

UPRR Banished From the WG&F RR

by Dave Roeder

A few months back [for no special reason] I began re-lettering a few Union Pacific freight cars on my layout. This then lead to re-lettering all of the UP rolling stock. I was making my own decals and using the internet to find short lines with cars that matched the old UP models. Things were going along smoothly until a couple of guys in the WG&F operating group noticed the absence of UP cars. When I explained what I was doing they wanted to know why I was picking on the UP. After explaining there was no special reason, they began to suspect an underlying cause such as an insult to me personally by the UP or someone connected to the UP. This set in motion a further incident whereby a UP gondola was secretly placed on the railroad at the start of a regular op session. Needless to say there was much merriment when I discovered the rogue UP car.

During the next month or so, I also removed or re-lettered all of the Frisco freight cars. This was perceived as an affront to another one of the operating

crew who models the Frisco. Conspiracy theories grew. More accusations were voiced. But in general the UP situation had settled down, or so I thought.

We were now running with freight cars that had what I thought were interesting reporting marks. All of these are real short lines taken from the railroad pictures archives on the Internet. We had 26 re-lettered freight cars on the schedule. A few of the more unusual were ABS, FSR, SSRR, PAL, AMEX, SMMX, AKMD & EBTX [English Boiler & Tube].

I went to another operating layout 2 months later. This operating session was normally run with mostly home road power and a few trains from the Pennsy or the Rock Island. This month to my surprise there was nothing but UP diesel and caboose sets on the layout. The owner had gone to great lengths to gather up enough UP lettered equipment to run the 10 trains scheduled. The UP power ran great and the session went well in spite of the “all UP” theme. Needless to say there was much discussion about how great it was to have the UP represented on at least one layout in our little group.

I suppose the lesson here is that you cannot innocently make changes to the rolling stock. At least not on my railroad.

A Trip on Durango and Silverton

by William Wiese

My wife and I took a trip to Colorado in March of 2010. We rode the Durango and Silverton railroad roundtrip for several hours. We experienced some snow as we rode along and it was rather cold so we stayed in one of the cars pretty much the whole time. We did enjoy the experience. I hope you enjoy the photographs I took on the trip.



The Durango & Silverton Station

Inside the parlor car



Looking out from the rear platform of the steam excursion.

Our train



Views from the train





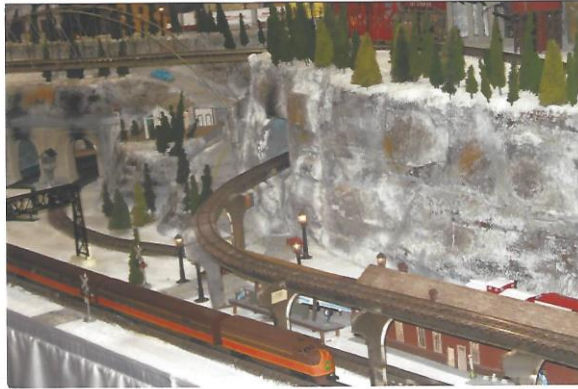
What is S Scale or S Gauge?

by Moe Berk

The short answer is the part of the model railroad hobby of the size of 3/16-inches to 1-foot, or of a ratio of 1 to 64. It is designated by the S to note that the standard track gauge is Seven-eighths inches. Old timers often considered it to be the Scratch gauge since very little rolling stock, structures, or even kits were available in the early days. Consequently, some even considered it the Scrounge gauge.

Many think S Scale originated with the American Flyer trains produced by the A. C. Gilbert Company after World War II. In fact the 3/16th scale trains were first introduced in 1937 as the C-D Gage by a Mr. Ed Packard of Cleveland, Ohio. He was the founder and owner of the Cleveland Model & Supply Co., Inc. The company originally manufactured balsa wood airplane kits. Mr. Packard introduced the 3/16th scale wooden trains with paper wrappers to fill what he perceived as the gap between O and HO scale trains.

The technically incorrect S Gauge designation was introduced with American Flyer trains and is commonly used today. In 1946, the American Flyer company converted it pre-war 3/16th scale, three-rail, O gauge trains to S Scale -- they called it S Gauge -- two-rail, tinsplate trains. In subsequent years, the company introduced cast metal trains, and eventually injection molded plastic trains.



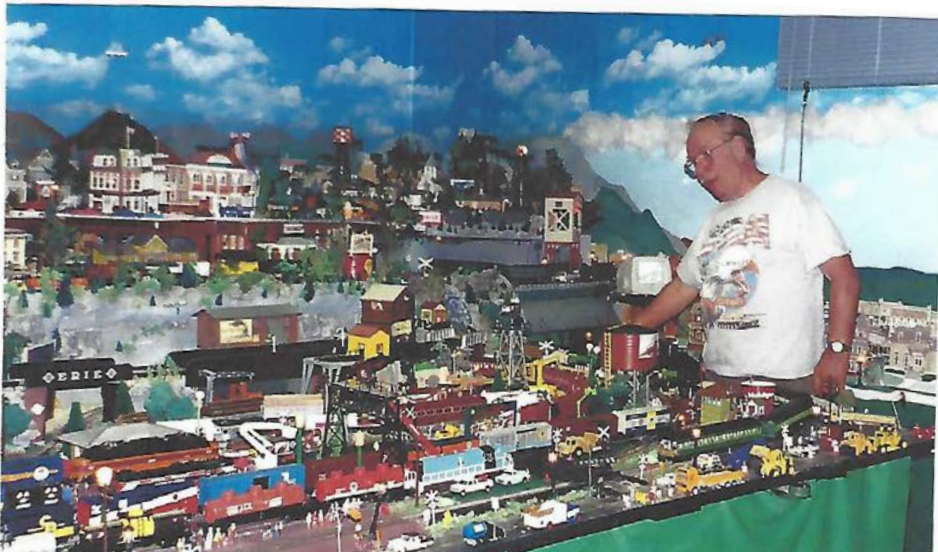
This is AFSGSLA's Layout with an assortment of S Scale and American Flyer (S Gauge) Locomotives and Rolling Stock.



Although S Scale is a minority portion of the hobby today, it has its devotees. There are over 500 members of the National Association of S Gaugers (NASG). Our Gateway Division NMRA has a number of S Scale enthusiasts; our most notable members are the S Scale craftsmen: John Kalin, Randy Meyer, and Pete Smith. Locally, the American Flyer "S" Gaugers of the St. Louis Area (AFSGSLA) is a relatively large and active train club. The AFSGSLA Club currently has over 50

active members. They participate in local train shows and host the annual Fall S Fest, every fourth year. A future

article will present the unusual and interesting characteristics of AFSGSLA.



This is the nationally recognized home layout of Norman Pilarski of Ballwin, Missouri. It features primarily American Flyer (S Gauge) locomotives and rolling stock, but has excellent representations of S Scale equipment as well. The layout has a number of American Flyer operating accessories along with Plasticville structures and one to 64th scale vehicles and scenery items.

Building a Lima-Hamilton Switcher

by John Carty

Lima Locomotive Works steadfastly refused to build diesels. As a result they were the last of the big three builders to enter the diesel market only doing so after a merger made them Lima-Hamilton. Although entering a superb series of switchers, it was too



little too late. After merging with Baldwin to become Baldwin-Lima-Hamilton, Lima suffered the new company's demise.

Models of the Lima-Hamilton switcher are rare. The Wabash carried about a dozen on their roster, so I looked for a way to obtain three: a single 1000-hp and a pair of 1200-hp. Since I cannot afford to buy brass models, I looked to build mine from scratch. The good news was that Kalmbach's Model Railroad Encyclopedia Vol. 2 contained drawings. During construction I discovered the bad news that their drawing was incomplete (more on that later).

Since published drawing existed to "assist the hobbyist in building models", I started with the drawings found in the Model Railroad Encyclopedia Vol. 2, Diesel Locomotives. I supplemented this with sketches during construction. I managed to obtain several Athearn blue box switchers of various kinds whose drives I intended to employ in my models.

I started by laying out the hood on 0.030" sheet styrene. I decided to place the roof and nose between the sides of the hood. Next I located positions for the hood access doors along each side. I also laid out the radiator shutters on 0.060" spaced clapboard siding. After cutting out the shutters, I framed then using 0.010" x 0.060" and 0.030" square strip styrene, using a piece of 0.020" x 0.040" strip styrene between the upper and lower shutters. The height of the shutters reflects the photos used, which is different from Kalmbach's drawing (the first discrepancy I found). I cut all of the hood doors from 0.010" x 0.188" strip styrene except the ones nearest the radiators which I cut from 0.010" x 0.250" and embossed two sets of seven louvers onto each using a small screw driver aligned with a small square. I spaced each of the louvers 1/32" apart. After embossing them, I

glued first the shutter assemblies and then the doors to each side of the hood. After assembly, while checking photographs, I discovered an error in door placement on the hood (the second discrepancy) which was minor enough that I left it be, but I will check photos more carefully next time. I also located and drilled holes for the grab irons at this time on each side of the



hood. After checking motor clearance, I assembled the hood reinforcing the seams with 0.030" square styrene. After the cement dried, I rounded the corners with a file.

I added a panel to the roof for the radiator fan cut

from 0.010" sheet styrene and then constructed the fan housing from 0.060" strip styrene. I added fan blades cut from 0.010" x 0.060" strip styrene to a piece of sprue for the fan. Using a #79 drill, I drilled holes in the radiator fan base and louver housings and inserted wire bolts (approximately 120 bolts).

I then inserted wire handles to each of the hood doors bent from 0.010" wire (this is a lot easier than it sounds). I added



Tichy lift rings to mount the side railings and to serve as lift rings for the hood. I also added Tichy drop and straight

grab irons to the hood by the cab and installed wire through the lift rings to each side to serve as the side grab irons. I also added sand filler hatches near the cab and on the end of the hood cut from 0.010" x 0.080" strip styrene and drilled a shallow divot in each after the cement dried. I drilled a hole for 3/16" tubing into the end of the hood to house the headlight and added the end door cut from 0.010" x 0.250" strip styrene. Hinges were cut from the unused stems of the Tichy lift rings and set in place using liquid cement. The grab irons at the end of the hood were bent from wire. Marker lights were fabricated from the gates of a sprue from a Proto 2000 kit (I do not remember which one, but I think it was a Mather stock car). I cut the stack from brass tubing and installed it over a rectangular styrene peg mounted to the top of the hood.

I laid out the cab walls on 0.030" sheet styrene. I located the windows and



doors and cut them out, filing the windows to shape. Next I cut out the cab walls. I assembled the cab being careful to keep the corners square. I laid out the doors on 0.010" sheet styrene. After cutting and shaping the window openings on the doors, I cut the doors out and installed them to the cab. I assembled the cab and then added it to the

hood.

I cut out the deck from Plastruct tread plate sheet. I cut the pilots (end plate, inner step guards, and outer step guard) from 0.015" sheet styrene. I attached the end step guards to the bottom of the deck and then the end plate to the step guard and the end of the deck. I assembled the steps from the same tread plate as well as several sizes of strip styrene to achieve the correct step height, while also strengthening the structure. I added the inner step guards and trimmed them size. I added a piece of 0.040" x 0.060" strip styrene along each side of the deck between the inner step guards. I then added the foot boards to each end and added the hood and cab to the assembly. I drilled #79 holes for the grab irons and railing and bent them from 0.015" wire. The supports for the end railings I cut, twisted, and bent from 0.010" x 0.040" strip styrene. I added Details Associates cut levers using Details West eye bolts. The poling pockets were ears cut from Kadee coupler boxes.

I formed number boards for the cab by cutting and shaping two pieces of 0.125" square styrene. I drilled the opening for the headlight and added the lens retaining ring sliced from 3/16" styrene tubing. I added the sliding windows cut from 0.010" sheet styrene after drilling and filing the windows. I affixed the roof cut from 0.015" sheet styrene and the gutters from 0.010" x 0.040" strip. I formed the hood number boards from 1/8" square styrene filing



them to shape.

I now reached the truly fun operation: the frame. I had previously built frames and floors for freight motors, road diesels, and interurban cars, but this marked the first time using Athearn switcher trucks. I laid out the frame on 0.060" sheet brass. I drilled holes in corners of the truck openings as well as at any point where the width of this opening changed. I cut out the frame using a hack saw and cut off wheels in my motor tool. I then cut out the center opening for the motor and trucks using the motor tool and cut off wheels again. When doing this be sure to use heavy duty cut off wheels or you will be replacing them constantly. Next I proceed to clean up the frame using files, holding the frame securely in my bench vise. This is a relatively simple operation requiring accuracy and patience. I test fitted everything regularly. I bent the motor cradle from

0.030" brass and soldered it in place. Next I soldered truck



mounts for the Athearn switcher fabricated from 19/32" and 5/8" brass tubing. After the solder hardened, I cut away the excess tubing leaving enough on either side to hold the truck and added styrene mounting pads. These

not only assisted in locating the trucks, but also helped to insulate the frame.

Next I added a styrene mounting pad inside the cradle and fabricated the fuel tanks and battery boxes from layers of sheet styrene. The fuel filters were sliced from 3/32" tubing and the sight glasses from 0.020" x 0.040" strip styrene. I added jacking pads to the frame using pieces of 0.040" x 0.188" strip styrene and 0.040" x 0.060" strip styrene. The air tanks were cut from 3/16" styrene tubing capped with 0.060" sheet styrene and filed to shape. Clearance for the motor was cut from each tank. I bent sanding pipes and air pipes from 0.020" wire.

After painting the body and frame assemblies with gloss black, I lettered the locomotive using Microscale Railroad Roman decals, printed builder's plates printed on paper, and sealed them with Testor's Dulcote. I added the window glass cut from DPM

"glass" and also windshield wipers bent from wire. I wired the drive train and led headlights

adding a Digitrax decoder. Next I added couplers and assembled the hood to the frame. I weathered the locomotive with dry brushing and Bragdon Weathering Powders.

This completed the first of these switchers for my fleet.

Division Minutes

by Jimmy Ables

Meeting Minutes for March 16, 2015

Officers Present:

Timothy Stout, Superintendent
Richard Velten, Paymaster
Hank Kraichely, MCoR Director
Ron Kraus, Assistant Superintendent
Jimmy Ables, Clerk
Ron Gawedzinski, Activity Coordinator
Don Ayres, Publicity Chairman

Clinic: Gary Gross discussed operations on his Franklin Pacific Railroad. Hank Kraichely discussed operations on his Burlington Route layout. Following the meeting a run session was held at Hank's house.

Business Meeting:

Superintendent Tim Stout called the meeting to order. There were 22 members and 1 guests present. Tim welcomed our guests Robert Hughes.

Minutes of Previous Month's Meeting

Minutes from the January 2015 meeting were available for review prior to the meeting start. Minutes were approved as corrected.

Treasurer's Report

Rich Velten presented the January 2015 paymasters report. The opening balance was \$17673.84. During the month we had total receipts of \$142.37 and expenses of \$1006.09. The major expense during the months was reimbursement of Richard Schumacher for website hosting cost for the past 18 months. Our closing balance was \$16,810.12.

Merchandise Report

Rich Velten reported we have a good supply of wheel sets on hand. Also on hand are 11 NMRA N-gauge standards, and 2 NMRA OO-On3 gauge standards.

RPO Report

The spring edition will be out shortly. John has set 1 July as the deadline for summer edition submissions.

Directors Report

Hank Kraichely discussed the ongoing MCoR elections. He also informed us there will be a tour of Woodland Scenics during this summer's regional convention in Jefferson City, MO.

Achievement Program (AP) Report

Phil Bonzon reported Gene Coffman has submitted required documentation for author's certificate.

Publicity Chair Report

Don Ayres reported on the Great Train Show in February and the upcoming Boeing Show. Don requested volunteers to assist with Boeing show.

Outside Activities Report

Ron reported on our visit to the Litchfield Train Group. Ron also discussed the Central Illinois Station Tour scheduled for Saturday April 11th. The cost is \$40.

Old Business

- Membership directory. Jim continues to work on this effort.
- Cash register disposition. Nothing new to report.
- Sale of the Divisions overhead projector. Nothing new to report
- Discussed Saturday meetings and the way ahead. Several recommendations were made including meeting Saturdays once a quarter for more in depth clinics. Skip summer as people are usually tide up with outdoor activities. The board will continue to take recommendations from the membership and develop a plan.

New Business

Tim discussed the board decision to donate \$50 to the Litchfield Train Group in thanks for allowing us to view and operate on their layout.

Announcements

Upcoming clinics:

April: John Carty discusses the East St Louis Electric

May: Dave Roeder will talk about building/rebuilding the FRISCO 1522

Drawings

50/50 winner: Gary Gross

Gift Card winner: Phil Bonzon

Meeting adjourned.

Meeting Minutes for April 20, 2015

Officers Present:

Timothy Stout, Superintendent
Richard Velten, Paymaster
Hank Kraichely, MCoR Director
Ron Kraus, Assistant Superintendent
Jimmy Ables, Clerk
Ron Gawedzinski, Activity Coordinator
Don Ayres, Publicity Chairman

Clinic: John Carty gave a presentation on the East Side Electric Railway System.

Business Meeting:

Superintendent Tim Stout called the meeting to order. There were 18 members and 18 guests present. Tim welcomed our guests Dan Knipp, Mark Goldfeder, Andrew Young, David Neubauer, Tom Konieczky, Andy Fisk, Mary Birdsell, Darlene Waters, Thomas Kues, Mark Hudson, Andy Clarke, Charles Potratz, Lind Havlin, Davie Vowell-Steele, Barbara Taylor, Danny Dougherty, and Ted Hora.

Minutes of Previous Month's Meeting

Minutes from the March 2015 meeting were available for review prior to the meeting start. Minutes were approved as corrected.

Treasurer's Report

Rich Velten presented the March 2015 paymasters report. The opening balance was \$6,810.12. During the month we had total receipts of \$68.00 and expenses of \$166.79. Our closing balance was \$16,711.33.

Merchandise Report

Rich Velten reported we have a good supply of wheel sets on hand. Also on hand are 11 NMRA N-gauge standards, and 2 NMRA OO-On3 gauge standards.

RPO Report

The spring edition was published in mid-April. John has set 1 July as the deadline for summer edition submissions.

Directors Report

Hank Kraichley reminded everyone of the June Mid-Content Region convention in Jefferson City, MO.

Achievement Program (AP) Report

Phil Bonzon reported Gene Coffman submitted required documentation for author's certificate and John Carty documentation for the Volunteer's certificate was submitted. Currently awaiting NMRA review of documentation and publishing of certificates.

Publicity Chair Report

Don Ayres requested volunteers to support our table at the Great Train Show at the Belleville IL, fairgrounds in July.

Outside Activities Report

No Report

Old Business

- Membership directory. Jim continues to work on this effort.
- Cash register disposition. Nothing new to report.

- Sale of the Divisions overhead projector. Nothing new to report
- Discussed Saturday meeting way ahead. Consensus is to continue Saturday meetings, however we'll only do them once a quarter in the Fall, Winter and Spring. Saturday meetings in Summer would likely conflict with a number of no model railroad activates.

New Business

Discussed continuing participation in the Joint NRHS/Gateway Division annual picnic. Costs of supporting picnics at the Transpiration Museum are very high and Gateway member participation was very low. We discussed this year's plan to return to the Wabash, Frisco and Pacific Railroad (WF&P) in Glencoe MO (Wildwood) where costs are significant lower. A motion was made and seconded to participate at the WF&P location. The motion was approved. Item closed.

History museum layout. The owner of the Gateway Division layout originally built for the Missouri History Museum no longer wants the layout. Brad Joseph reports the layout is in great condition and the owner would like to donate it back to the Division. We discussed what to do with the layout and consensus is to raffle it off. Hank is working with Bard to arrange pickup of the layout.

An individual who is leaving the hobby offered most of his rolling stock, engines, and structures to the Division. Hank and Rich met the individual in Rolla, MO and transported two vehicle loads of equipment and structures back to Hank's home. We are currently planning to offer the hardware for sale and auction. More details to follow once the items have been inventoried and categorized.

Announcements

Upcoming clinics:

May: Dave Roeder will talk about building/rebuilding the FRISCO 1522 NRHS on July 25th will have a one day ride to Kanas City. Observation car

Drawings

50/50 winner: Ron Kraus
Gift Card winner: Phil Bonzon
Meeting adjourned.

Meeting Minutes for May 18, 2015

Officers Present:

Timothy Stout, Superintendent
Richard Velten, Paymaster
Hank Kraichely, MCoR Director
Ron Kraus, Assistant Superintendent
Jimmy Ables, Clerk
Ron Gawedzinski, Activity Coordinator
Don Ayres, Publicity Chairman

Clinic: Dave Roeder and Don Morice gave a presentation on the Frisco 1522 Steam Locomotive Story during its restorations and running period in the 1990s and early 2000s.

Business Meeting:

Superintendent Tim Stout called the meeting to order. There were 40 members and 2 guests present. Tim welcomed our guests John Peluso and Michelle Zellich.

Minutes of Previous Month's Meeting

Minutes from the April 2015 meeting were available for review prior to the meeting start. Minutes were approved as printed.

Treasurer's Report

Rich Velten presented the April 2015 paymasters report. The opening balance was \$16,711.33. During the month we had total receipts of \$45.16 and expenses of \$66.60. Our closing balance was \$16,689.89.

Merchandise Report

Rich Velten reported we have a good supply of wheel sets on hand. The donated model railroad collection contained some older steel JB 36" wheelsets, so we have added those to our inventory and they are priced at \$6.00 for a set of 12. Also on hand are 11 NMRA N-gauge standards, and 2 NMRA OO-On3 gauge standards.

RPO Report

The spring edition was published in mid-April. Everyone should have received it by now. John has set 1 July as the deadline for summer edition submissions. Please send John Cart your articles. If John will publish what Tim writes, anyone can get published!

Directors Report

Hank Kraichely announced that the unofficial Regional election results show he was elected as President of the Mid-Continent Region and all other incumbents were re-elected including Phil Bonzon as Vice-President. These results will be certified at the next MCoR Board meeting. Hank will assume office September 1st. Hank also reminded everyone of the June Mid-Content Region convention in Jefferson City, MO June 5, 6 & 7, 2015.

Achievement Program (AP) Report

Phil Bonzon presented Gene Coffman with his author's certificate. Division members are not doing well in earning certificates. Phil will come to you if required for judging.

Publicity Chair Report

Don Ayres requested volunteers to support our table at the Great Train Show at the Belleville IL, fairgrounds on July 25 & 26, 10AM to 4PM. Two shifts per day. Volunteers get free admission. There is a Train Show at the Museum of Transportation, "Go By Train", September 26th, The Division has 1 table. The show will be indoors this time. Power for our layout was requested. 9AM to 3PM.

Outside Activities Report

Ron Gawedzinski reported on the recent Mid-Central Illinois Train Station Tour. 25 people attended. The bus driver was a retired Amtrak conductor who had lots for good stories.

Old Business

- Cash register has been sold.
- Sale of the Divisions overhead projector is pending tonight.

New Business

- Bob Amsler and John Schindler presented a plan they have developed to host the 2020 NMRA National Convention in St. Louis. The exact date is in work due to possible conflicts with Narrow Gauge Convention being in St. Louis in 2020. They don't want to conflict with that group. There is a small group which included Bob & John who have formed a Limited Liability Corporation (LLC) to run the convention. They only need support from the Division during the convention and about a year in advance. They have hotel contracts and the Convention Center (downtown) contract. Bob is National NMRA manager for conventions and shows. They want to setup an agreement between their LLC, the Gateway Division and the NMRA to divide up the proceeds. Their current thinking is 20% of the new proceeds (with a cap at \$20,000) to the Division, 20% to the NMRA, the balance to the LLC. The Division's involvement would be much less than what was done in 2001. The NMRA has been in town for a site visit & they like St. Louis. Hotel room cost is \$135/night in 2020 dollars. They must make a proposal at the 2015 convention

in Portland, Oregon. The 2018 NMRA convention is in Kansas City, MO. Vendors love Kansas City and St. Louis.

- A comment was made that the number of selling vendors at the National Train Show (NTS) has been declining. NTS doesn't give any share of its profits to convention, so that factor will not impact the convention's profit. John Schindler will be running Layout Tours. That is where the Division's help is needed most: getting home & club layouts to agree to host tours and providing guides on the buses. The NMRA is currently doing all registration but may need some help the first day or two handing out preregistration packets. The NMRA handles all registration payments and funds all upfront costs, so there is no early registration clubs.

Questions: (The underlined questions were asked by Division members, the answers were from Bob Amsler and John Schindler)

- How would the Division's manpower needs for the 202 convention differ from the 2001 convention? The manpower needs will be smaller. The NMRA handles registration, which was a big job in 2001. There will be some people needed to support the clinics during the convention. The silent auction will be using a computer program that was first used in Cleveland and reduces the manpower needs drastically. The NTS doesn't need any support. The biggest manpower need will be for tour bus guides during the convention. The Company store staffing would not be the Division's work unless they want to be involved. So the overall manpower needs should be less than in 2001.

- Are there any issues with conflict of interest for Bob Amsler as far as heading the 2020 convention LLC as far as he is legal counsel for the NMRA, the Region and the Division? No, Bob Amsler said he will excuse himself from voting on the 2020 convention proposal when it is voted on in Portland.

- Will the convention impact the Division's 501(c)3 status? No – only the LLC's share of profits will be taxable. Our

501(c)3 status requires that no member of our organization can profit from the work of the group. Since Bob Amsler & John Schindler have created a LLC which will be contracting with the NMRA to host the convention and is a taxable entity, their share of the net profits will be taxable to them. The Division's 501(c)3 status will not be affected.

- Will the Gateway Division have to fund anything prior to the convention? Np, the NMRA funds all upfront costs, so the Division would not need to front any money.

- Will workers and/or clinicians get free admission to the convention or get reimbursed for registration? That detail still has to be worked out. No options are currently off the table. The Narrow Gauge Convention gives free registration for workers, clinicians and people who open their layouts for tours. Again, no options are off the table.

- Which downtown hotel will be used? The Hilton, with the Hyatt as the backup hotel. The Hyatt is higher room rates – but still in negotiation.

- Home layout tours, will there be self-guided tours? Yes. Why have buses? Out of town attendees often don't have cars and don't know area, so buses make sense. The layout owners sometimes don't want buses, so they would be on self-guided tours.

- Is there any competition in Portland for the 2020 convention? No.

- Since the NRHS has been taking a more direct involvement in upcoming conventions, how will NRHS and Gateway Division coordinate efforts and resolve jurisdictional disagreements? The LLC is not looking to have Division take over portions of the convention, just provide manpower. The contract between the LLC and the Division will detail the functions for which the Division will be responsible. LLC will organize and set up the convention, they just need help staffing it.

- The Great Train Show normally has a train show in late July here in the area. Will you be requesting they skip that in 2020? Yes. It was skipped in 2001.

- Will you be involving the RPM group? Yes. The exact extent is TBD, but the LLC intends to coordinate with them. Bob Amsler is looking for a RPM guy to coordinate their involvement in all NMRA conventions. The local RPM meet is held in St. Louis in August, so the NMRA convention could impact them. The LLC will be talking to John Golden and the local RPM group.
- Who is in the LLC? Bob Amsler, John Schindler and a computer guy to handle website & computers.
- Do you need a vote this evening for our support? Yes, and they have a petition for NMRA members to sign in support of the 2020 convention in St. Louis. They also need members to sign a petition to hold the 2020 convention in St. Louis.
- Concerning the split of net profit to the Division, if we only get 20% and then have to split that with the MCoR Region, we will only get 10% of the net profit? It is required by the Region's Bylaws? The Division is a part of the Region, so why wouldn't we be splitting with them? The LLC's contract is with the NMRA & the Division, so Bob's opinion is the Region would not be involved, so they would not share in the profits. That's how it's being done in KC for 2018, and in some of the recent past conventions. The Region provided some minimal help in 2001. The Division is not being contracted to run the convention, just provide manpower to help staff the convention.
(Note: Further discussions with the Region have determined that there is no requirement to split profits with the Region unless they provide assistance, which they did in 2001. Thus the Division would keep its share of the net profit split.)
- A motion to "Provide manpower to the local 2020 Convention LLC to assist them in staffing the 2020 NMRA national convention for a 20% share of the net profits (with \$20,000 max)" was made by Glenn Koproske and seconded by Gary Gross. During discussion of the motion, the following amendment was made and seconded to change the original motion to read "The Gateway Division will support the intent of the LLC to host the 2020

NMRA National convention with the final terms of the financial split to be negotiated later." The amendment passed by a vote of 19 in favor and 2 opposed. The amended motion passed by a vote of 25 in favor and 2 opposed.

Announcements

- Upcoming clinic:
June: Curt Regensberger will discuss various prototype railroad methods of dispatching and signaling. Curt will also discuss how prototype dispatch and signaling methods can be related to model railroad operations.
- Brian Post is holding an open house at his home layout on Memorial Day
- Don Ayers had a donation of some hobby knives and blades available. He also has some resistors.

Drawings

50/50 winner: \$19 to Jon Marx

Gift Card winner: Chris Oestreich

Meeting adjourned.

Submitted by Richard Velton, Temporary Clerk

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 (rpo@gatewaynmra.org).

Sat., August 8, September 12, October 3, 2015

Free Train Rides! 11 a.m. to 4 p.m., Kircher Park, Eureka, MO.

Mon., July 20, 2015

Gateway Division Meeting, Trinity Lutheran Church, Town & Country, MO, 7 p.m.

Sat. & Sun., July 25 & 26, 2015

Great Train Show, St. Clair County Fairgrounds, 200 S. Belt East, Belleville, IL. Admission for adults, 12 and under free.

Fri. & Sat., August 7 & 8, 2015

St. Louis Railroad Prototype Modeler's Meet, Gateway Convention Center, Collinsville, IL. Additional details may be found on inside back cover.

Mon., August 17, 2015

Gateway Division Meeting, VFW Hall, O'Fallon, IL, 7 p.m.

Sat., September 12, 2015

Boeing Railroad Swap Meet, 10 a.m. to 3 p.m., Greensfelder Recreation Complex @ Queeny Park, 550 Wiedman Rd., St. Louis, MO 63011. Admission \$3, Children under 12 free.

Mon., September 21, 2015

Gateway Division Meeting, Trinity Lutheran Church, Town & Country, MO, 7 p.m.

Sat., September 26, 2015

Go By Train! Railroad themed event, 9 a.m. – 3 p.m., National Museum of Transportation, 3015 Barrett Station Rd., Kirkwood, MO.

Sat. & Sun., October 10 & 11, 2015

Mississippi Valley N Scalpers Train Show, 10 a.m. – 5 p.m. Saturday & 11 a.m. – 4 p.m. Sunday, Kirkwood Community Center, 111 Geyer Rd., Kirkwood, MO. Admission \$7, all

kids and students with ID age 25 and under 12 free.

Mon., October 19, 2015

Gateway Division Meeting, VFW Hall, O'Fallon, IL, 7 p.m.

Fri. through Sun., October 30 through November 1, 2015

40th Annual Fall S Fest, cosponsored by the AFSGLSA, CASG, BSG, and SLSG, Doubletree Westport Hotel, 1973 Craigshire Rd., St. Louis, MO. Family friendly. For more information see www.trainweb.org/afsgsla or email afsgsla@sbsglobal.net.

Sat., November 7, 2015

Gateway Division Fall Meet, 9 a.m. to 3 p.m., Trinity Lutheran Church, 1408 Clayton Rd., Ballwin, MO. Additional details may be found on back cover.

Mon., November 16, 2015

Gateway Division Meeting, Trinity Lutheran Church, Town & Country, MO, 7 p.m.

Sat. & Sun., November 28 & 29, 2015

Great Train Show, Gateway Convention Center, One Gateway Dr., Collinsville, IL. Admission \$9, 12 and under free.

Mon., December 21, 2015

Gateway Division Meeting, VFW Hall, O'Fallon, IL, 7 p.m.

The Division will have tables at the Great Train Shows in July and November as well as at the Railroad Prototype Modeler's Meet in August. Please contact Don Ayres if you are interested in volunteering to help man

the tables at any or all of these events.

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

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

Division Officers

Superintendent

Timothy (Tim) A. Stout

Assistant Superintendent

Ron Krauss

Clerk (Secretary)

Jimmy D. Ables

Paymaster (Treasurer)

Richard (Rich) M. Velten (Marilyn)

Division Director

Henry (Hank) W. Kraichely



2015 ST. LOUIS RAILROAD PROTOTYPE MODELER'S MEET

Co-Sponsored by the Gateway Division
National Model Railroad Association

The NINTH ANNUAL St. Louis RPM Meet will be held on Friday, August 7th and Saturday, August 8th at the Gateway Convention Center, One Gateway Drive, Collinsville, IL 62234. Collinsville is 12 miles east of metro St. Louis on I-55/70. Meet starts at 9 a.m. both days.

The 9th Annual Modeler's Meet will feature 1000's of 1/4" and 1/8" scale model displays, model layouts and more on working dioramas in the modern professional Gateway Convention Center. Presented by nationally recognized exhibitors and members of the Gateway Division, the meet will feature a wide variety of model displays. The largest model display in the nation. Evening hours special hours. Exhibitors, Local Friends and more!

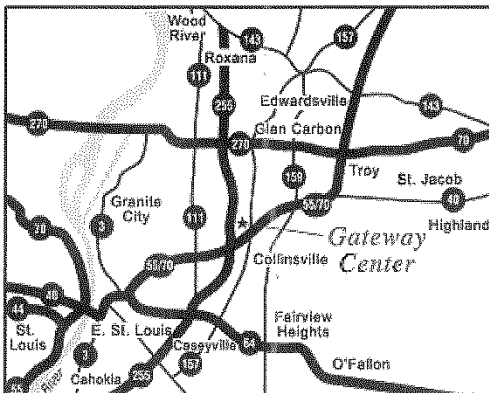
Two Days! August 7th & 8th in Collinsville, IL

The Heart of this event is YOUR MODELS!

Bring your models, finished or in progress, for display and discussion.

All scales, gauges, and models from all eras are welcome; bring locomotives, structures, freight cars, dioramas, vehicles or other models. There are no contests. The purpose of our event is to share and learn new techniques, and meet your fellow modelers from St. Louis and around the Nation. We had over 1,400 models brought by attendees in 2014!

Featuring the 65 x 15-foot Modutrak N Scale Layout! Learn about Modutrak at <http://www.modutrak.com/>



DIRECTIONS TO THE GATEWAY CENTER

- *Traveling North on I-55/70:* Take Collinsville Exit 11. At traffic light, turn left onto Highway 157/Bluff Road to Eastport Plazo Drive, turn Left. Continue to Gateway Drive, turn right. Gateway Center is located on your left.
- *Traveling East on I-40 or 44:* Take Interstate 55/70 North, to Collinsville Exit 11. At traffic light, turn left onto Highway 157/Bluff Road to Eastport Plazo Drive, turn Left. Continue to Gateway Drive, turn right. Gateway Center is located on your left.
- *Traveling East or West on I-64:* Take Exit 9 and then drive North on Hwy 157, approximately 7 miles, to Eastport Plazo Drive which is located off Hwy. 157. Turn left on Eastport Plazo Drive, then right on Gateway Drive. Gateway Center is located on left. and then left onto Gateway Drive. Gateway Center is located on right.

Gateway Convention Center: 1 Gateway Drive, Collinsville, IL 62234. info@gatewaycenter.com 1-800-289-2388

Need a Hotel? See our website at <http://icg.home.mindspring.com/rpm/stlrpm.htm>. We have discounts!

BRING YOUR MODELS—ALL SCALES, ERAS AND GAUGES—for DISPLAY!

Admission: \$25.00 Fri & Sat, \$20.00 Sat only. Kids under 13 free with paid adult admission. Vendor set-up begins at 7:00 a.m. Fri. Sales end at 5:00 P.M. Sat. Contact John Golden at Galden1014@yahoo.com (812) 929-7181 or Lonnie Bathurst at bathurst@hitchfieldil.com (217) 556-0314 for meet info. This is a not-for-profit event.



*Gateway Division, Mid-Continent Region
National Model Railroad Association*



Model Train Meet

Saturday, November 7, 2015

9 am – 3 pm

Trinity Lutheran Church, 14088 Clayton Rd,
at Woods Mill Road (Hwy 141), Ballwin, MO (West St Louis County)

Activities

Model Railroad layout displays
(HO, Lionel, N and Z)

Clinics

Model Railroad Vendors

Swap Tables

Model Contest

(Popular vote/Merit judging on request)

Door Prizes

Layout Tours in the evening
(Maps available at the meet)

All New Children's Activity Area

Train Races

Make a Tree

Admission \$7.00, children under 12 free

For information or to display your layout contact
Hank Kraichely, 636-394-515 or hkraichely@sbcglobal.net

www.gatewaynmra.org