

RPO

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RPO

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On The Cover

photo by Richard Schumacher

UP #844 Arrives in St. Louis – First Place in Prototype Photo at the 2016 Gateway Division Contest. Results start on page 19.

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Superintendent's Desk

by Jim Ables

Happy New Year!

I hope all of you had a wonderful holiday season with family and friends. Personally, I had a great time running trains with my grandkids, especially my middle grandson Owen. While we were running trains I discovered something that all of you using DCC might want to think about. With my computer running JMRI and the Engine Driver app running on my Android tablet I can control engines on the layout via the household wireless network. The grandkids loved it. Its way simpler for them than using a traditional DCC throttle, I actually like it better too. They all have tablets and are familiar with using them so it was more intuitive for them.

Additional thoughts on using tablets vice DCC throttles, tablets are a lot cheaper than DCC throttles. You can get an inexpensive tablet for \$30 to \$40. A

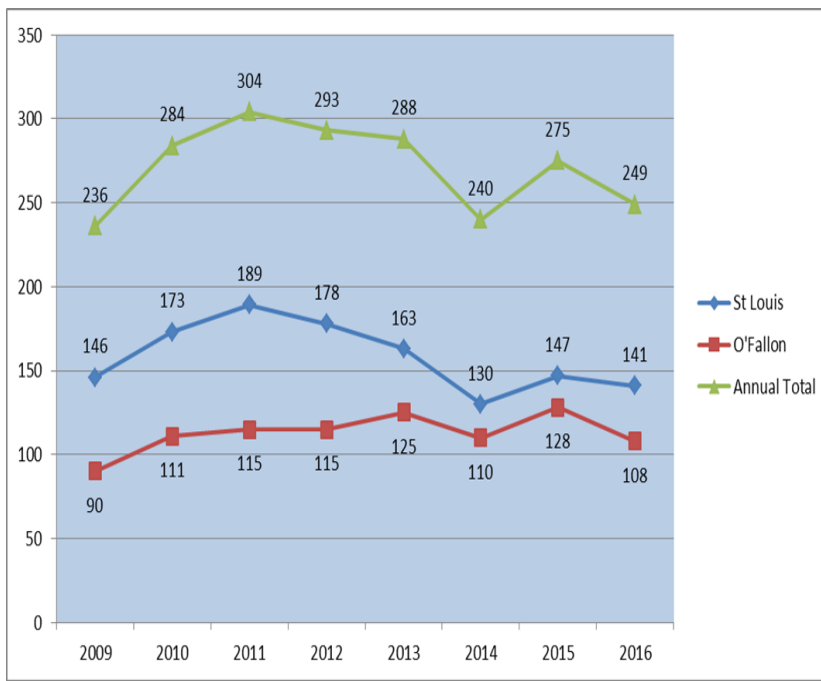
Digitrax UT4D throttle cost around \$135 and a DT500D is \$254. Tablets connect through your wireless network and the connection is much more stable than Digitrax wireless. The Engine Drive interface is easy and intuitive. Rather than having to remember what each throttle function button does, Engine Driver displays the available functions on screen. If most of you are like me you know F0, F1, F2, and F3 beyond that I have to look up what the additional buttons do on for each decoder. Of course your entire engine roster needs to be loaded in JMRI, but that's pretty easy to accomplish. Another benefit of having the roster in JMRI is the Engine Driver app will show you all the engines available and you can select the engine you want to run from the list rather than having to enter its number and consisting is a lot easier too.

The real bottom line here is this, if we want to interest young people in the hobby then we need adapt to them. Tablets and smart phones are something they know and understand. Remember, for those of us that grew up using analog throttles, we had to adapt to DCC and in some ways that added a

significant degree of complexity. Using tablets and smart phones is easier and simpler and takes away some of the complexity of DCC. I'm working on putting together a clinic and article for the RPO on this subject.

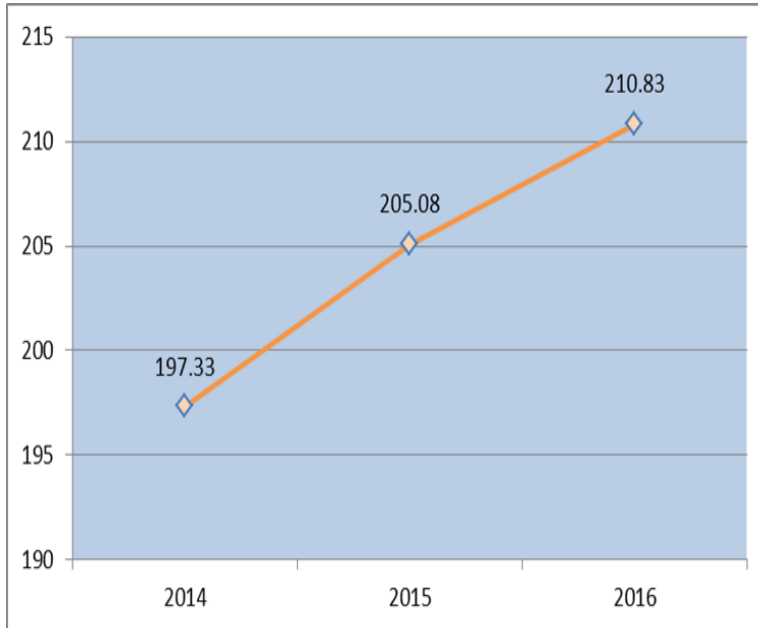
Meeting Attendance and Membership

I've been keeping metrics on meeting attendance for the last 8 years. In 2016 we averaged 28 attendees at Ballwin meetings and 19 at O'Fallon meetings. Results from last year's survey indicated members from both sides of the river prefer to meet closer to home. This invites the question is there a better meeting location near the river? Would a location in South County be better? Is there a location near downtown St Louis? I'd like your input and recommendations. The chart below shows meeting attendance trends over the past 8 years.



Over recent years there has been a lot

of talk about a decline in membership. Well I've crunched the numbers for the Division, guess what? Over the last three years we had a marginal increase in membership. The chart below shows membership trends over the last three years. Because region and national membership reports were so spotty prior to 2014 we don't have good data for years prior.



What the Division is suffering from is a lack of participation and volunteerism. I think that's why people believe membership is declining. Bottom line we need folks to come out and get involved.

2017. So what do we have planned for this year? Well we're going to be implementing a lot of things that came out of last year's survey. We've already made changes to the meeting format and we're looking to implement quarterly business meetings as soon as we can get enough one hour clinics or multi hour clinics lined up. We're still looking at ways to implement quarterly Saturday meetings and hope to get them going

later in the year. We plan to keep quarterly operating sessions going. Chris has done a great job organizing ops sessions and I'd encourage you to contact him if you're interested in hosting one.

Two other items that came from the surveys is a desire for layout tours and outside activities. To make this happen we need some volunteers to head up

the activities. Setting up layout tours entails contacting layout owners to coordinate date/time and registering attendees. If you'd like to coordinated layout tours, contact me at the below email address. If you have an idea for any outside activities, please contact one of the officers. We'll determine the level of effort

required to setup the activity and solicit volunteers to put the activity together.

Finally, I've begun work on the member directory, don't expect it anytime soon I've got to type in each of your inputs and there are 69 of them (some are lengthy).

As it's a new year it's appropriate to make our resolutions, my resolution for the Gateway Division is to grow participation and strengthen our organization.

Jim Ables
Superintendent, Gateway Division

Under the Wire

by John Carty, Editor

Happy New Year! I hope everyone had a Merry Christmas. Perhaps you found coal in your stocking, something only a model railroader sees as a positive.

Having a large family creates issues in the area of time: hobbies do not get top priority. That said, I try to squeeze a few minutes here and there as the opportunity presents itself. This requires diligence and awareness.

Such virtues are not always available. Additionally, when it is time to rock the little one to sleep, she gets first priority.

Such duties also allow for opportunities to share the hobby with kids. Always a win-win situation that even my wife finds acceptable. To this end my layout will sport building built by them. Perhaps one day my wife will try her hand at some aspect of the hobby.

As a member of the Gateway Division, I try to volunteer in areas where I can offer my talents, skills, and resources. Meetings can be difficult to attend, but I keep tabs on the activities of the division and membership by editing this publication. If each member looked for opportunities to share themselves by doing what they can, the Gateway Division will grow. Many a conversation regarding the needs of the division see the same names forwarded for consideration. Try to step forward and offer your services this year. The rewards will be commensurate with the opportunity.

Please keep the items for publication coming: this is also a form of volunteering.

John

Director's Corner

By Jon Marx

I wish all Division members a Happy and Healthy 2017. Being a non-election year, it should be reasonably quiet for this year so we can get on with some serious model railroading without the distractions of the political ads and robocalls.

Any resolutions for 2017? I have three: master spray painting, begin to learn layout operations at our Division operating sessions, and finish some contest-quality modeling projects before starting new ones. The last one is closely tied to the first. Once I am comfortable with painting I can finish those projects that are almost finished. Part of my problem is that I get too easily distracted. That and when I see a photo of an interesting piece of prototype equipment or structure I start to think about how it can be modeled. A case in point: I saw a photo of a general store in an ad in a trade magazine several years ago that looked interesting. With the internet I discovered that the structure still exists, but not as a store. Google maps gave me the history of the structure and what three sides look like. The fourth butts against another structure giving me a chance of being creative. One of these days I will get it built.

The Division Fall Event is history and again I had the privilege to serve again as a contest judge. This year we had 66 entries from six modelers. Eight models scored over the minimum 87.5 to earn Merit Awards. This may sound good until the entries are broken down. Three modelers brought in the bulk of the entries. Of these three, one is an MMR, one is working on his MMR, and the third has good modeling skills and techniques and could earn an MMR.

I encourage all our members to seriously consider entry into future contests. You may not place, but it gives you an opportunity to show off a little. I know you are out there. Resolve to bring one or two entries and show off a bit. We have some fine modelers in our Division. I encourage them to enter models. Placing is certainly an accomplishment and adds to the sense of accomplishment you get on completion of a great model. But just having a model in a contest is a positive. You never know, it could become habit forming.

I am no expert on contest entries. When I first came to St. Louis, I fell in with a group of active modelers and one of the things we did was to attend annual Region Conventions. Divisions did not yet exist. I had built a Silver Streak 4-wheel bobber caboose, brush painted it and slapped on a road name (not Nickel Plate) with dry transfer letters. I did everything wrong. I was either dumb enough or naive enough to take it to the 1968 Region Convention in Omaha. Today I would not even consider entering it into a contest. I added no details. It was awarded First in the Caboose category. The judges must have had an off day. I realize today it would not qualify to fill the requirement for passenger car in the Rolling Stock Certificate of Achievement. So as you can see, I am no expert. Until recently that has been my only entry in any model contest. I did take Third in a three-entry contest at the last Division kit-bash contest. There's a morale builder for me. I did not even get a Horrible Mention in John Carty's "Take a box car" contest. I did get first place in the popular vote contest last year in Rolling Stock in the November contest. I did not enter the model for evaluation because of, to me, a serious flaw. It was a wood gondola and the sides were not square. I took a suggestion from Phil Bonzon who said that if your model has

a flaw, fix it. I did not want to take a chance on removing and replacing the sides, so I built another model. It is ready for evaluation, but I want to have a few more models ready when evaluation is requested.

For several years I had the itch to build, but felt I did not have the time to spare. Sound familiar? Then when the Scale Rails had the "Year of the MMR" series I got the building bug. Ryan Moats' Clinic at the Region Convention in St. Louis gave me an extra boost. Here's a time management hint: From another source and topic I heard the germ of an idea: Resolve to set aside a period of time every day for that purpose, in my case: model building. With that suggestion I decided to set aside 60-90 minutes every day to build models. This is an average for goal. Some days something comes up and I can't get to the models, but on other days I can devote more than 90 minutes. I keep a score spreadsheet to keep track. I am behind, but currently holding, at least until the Holidays were sprung on us again. Anything remotely resembling model railroading gets posted for credit, including reports...like this one. It's my system, I can abuse it any way I want.

I don't build only for Merit evaluation. I have kits I have accumulated, like many of us. and have been building some of them as well. Why should my heirs have all the fun when they toss everything in the dumpster?

The point of all this is to try to encourage more members to enter the Division model contest. Let the rest of us see what you are doing. And it is all right to show off and brag a little. I enjoyed judging the model contest because it gave me a chance to see what others are doing and perhaps pick up some ideas that I can apply to my modeling. This is why I enjoy reading the model magazines. Even if the topic is not my scale or my favorite railroad,

there is chance I can learn something I can use in my modeling.

One point about model judging for Merit Award: if you are working toward your MMR and one of your contest entries is awarded points just short of the 87.5 needed for a Merit Award, you can request the judges take another look to see if they can add the points to the total to get to 87.5. I was a judge with Phil one time and one model was short of the 87.5. We took another look and were able to get the score to a little over the minimum.

Don't hesitate to ask one of our MMRs about some aspect of model building or for some advice. One of the charges given to MMRs is the obligation to assist other modelers as requested. They are an excellent resource. Do not hesitate to use it. And they are locally available.

In closing, I will offer a challenge to my fellow Gateway Division members: I resolve (my fourth) to finish models to enter them in our November contests. Gentlemen and ladies, I welcome and look forward to the competition.

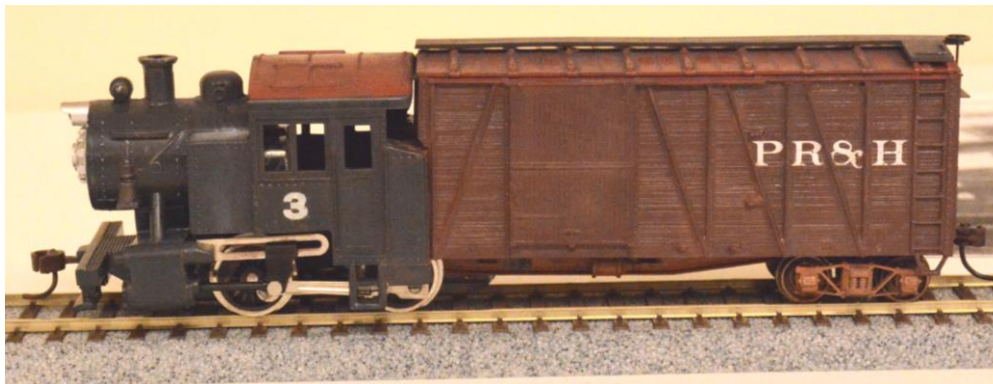
Jon Marx

Gateway Division Kit Bash Contest Results

Photos by Gregor Moe unless otherwise noted

This year's contest featured a very simple set of rules. The first rule required the entrant to start with a box car. Entries were divided into models and dioramas. The seven entries provided a nice variety of what can be accomplished with a box car.

1st Place Model: P. R. & H. RR Steam Powered Boxcar by Rich Velton



My kit bashed Steam Powered Boxcar was inspired by a photograph I found on the internet. I had seen other photos of distillate or gasoline engine powered railcars used on some narrow-gage railroads, and wondered if I could produce something like the steam powered boxcar in the picture I had found.

I decided to utilize a Model Power 0-4-0T steam engine and an Accurail undecorated wood sheathed box car.

I started by modifying the steam engine. First I removed the body of the 0-4-0T. I removed the drive train which consisted of a can motor with shaft mounted worm driving the worm gear mounted in the rear axle. I shortened the frame of the 0-4-0T by cutting off the rear portion which held the can motor.

I then started to modify the tank engine's shell. The front boiler was cut from the tank portion and shortened by about 3/4". The tank portion was cut from the cab and shortened by about 3/4". The three sections of the shell were glued back together to form a very compact shell. A test fit to the shortened frame indicated that the bottom of the cad had to be cut off to clear the valve gear on the drivers. After the cab was shortened, I started to modify the boxcar.

The boxcar needed to be shortened by about 2". First I cut off the end of the boxcar which did not have the brake wheel. I then cut 2" off the same end of the boxcar. I also shortened the floor and center frame by the same amount. The boxcar end previously cut off was shortened to fill the gap from the top of the engine shell's coal bunker to the roof of the boxcar and re-attached to the cut end of the boxcar. I modified the boxcar's roof walk to match the shortened car.

Next, I attached the cut end of the boxcar to the back of the engine shell. I installed the floor of the boxcar and the frame of the engine and added bracing to connect the engine frame to the boxcar frame. I used a putty type of filler to hide some of the gaps where sections were glued together. Once the putty had dried, I sanded the areas to get a smooth surface for painting.

I installed a Kadee coupler on the rear of the boxcar and glued a modified McHenry coupler to the front of the engine.

I assembled an archbar truck for the rear of the boxcar and painted and weathered it. I painted the boxcar portion of the kitbashed unit "red oxide" and the engine shell "engine black." The boxcar top walk was painted "roof brown."

After allowing the paint to dry, I applied decals to the boxcar for the fictitious "Portland, Rhineland & Herman Railroad" which operated in central Missouri on the north side of the Missouri River west of Herman, MO.

After allowing the decals to completely dry, I weathered the steam powered boxcar with pastel powders (dark grey (grime), black (soot), dust (tan), rust (red), etc.), blended the colors together, and I was finished.

Some other things I wanted to do but didn't have time or parts needed to complete:

- Modify the smokestack to a Balloon smokestack
- Replace the more modern headlight with an old fashioned oil type headlamp mounted on the top front of the boiler.

In retrospect, I had a lot of fun kitbashing this project, letting my imagination run rampant to create this "Steam Powered Boxcar"

Parts & Supplies:

- Model Power 0-4-0T engine
- Accurail unpainted wood sheathed boxcar
- Sheet styrene (various thicknesses)
- Archbar freight car truck w/33" wheels
- Solvent plastic glue, 2-part epoxy glue, gap putty
- Razor saw, sharp knives, sandpaper, sanding sticks
- Water based acrylic model railroad paints, brushes or airbrush
- Water slide decal set of letters & numbers
- Weathering pastel chalks and powders

1st Place Diorama: The First Time – Dan Knipp



I know I would have done a kit bash sooner or later, but the "Start With a Boxcar" contest gave me the nudge to get on it. I had an idea of an office/storage building for my shoestring short line to be and was inspired by old boxcars of the WP&Y RR I saw while on an excursion. (My photo below.)



My short line is frozen in the late 1960s so I didn't have any sheathed boxcars to start with.

A trip to the "they will never run on my layout box" revealed a Tyco ice refrigerator car that would work fine. Searching through the leftovers box yielded a rolling warehouse door, an entry door, a window, a stove stack, a loading platform, and a wood deck.

Fitting the doors and windows was a challenge as the Tyco car had very thick sides.

I also added metal patches (aluminum foil) to cover "rotted wood". I kept the paint light enough to allow the original paint to show. After painting and a black wash I scraped several locations near the bottom to simulate peeled paint.

I purchased corrugated plastic sheet to use for the roof but it looked way too thick.

I tried aluminum foil rubbed on the sheet but it did not give a good impression so I looked at some kits and found a roof with deeper corrugations and rubbed the foil with a high density foam cube to get a good impression. I cut the foil to a scale 4 feet by 10 feet and attached it using a slow CA. Then I looked through my paints for any colors that could simulate rust. I finished with a heavy black ink wash.

I painted the track with flat brown rattle can. then painted the ties rail tie brown. Of course the ties looked new then so I mixed up a gray wash and applied that various coats so the ties had variety. I learned to ballast at one of our clinics and I just used play sand.

I used a "fresh" rust color on the rail tops.

I use Woodland Scenics grass mats on two areas and experimented with felted polyester for a small area. I ran over this multiple times with a knife to get the fibers to stand up.

The road is 2MM closed cell craft foam painted and detailed.

I fabricated a base for the car from full size tie stock along with supports for the entry door deck and steps.

I used an extra factory window glass for the break area painted concrete and added a trash can and a bench from the leftovers box.

The parking lot is mortar sand and the truck and Ford are from Classic Metal Works and I don't know who made the Chevy.

Overall almost every step was a challenge and I spent more time thinking and planning than actually building. At every step I was afraid I would screw up what I had already accomplished. I was also worried about displaying my work next to some of the more experienced modeler's work. In the end I was happy with what I created and surprised that it was the favorite.

Honorable Mentions:

Gregor Moe



Jon Marx



David Lowell

Don Ayres



John Carty

Division Operations Session

by David C. Lowell

photos by Richard Schumacher



filled evenings that continued the tradition of Division ops session on member layouts. To see write ups on previous sessions go to <http://www.gatewaynmra.org/model-railroad-operations/>. Speaking on behalf of all of who have not yet gotten our empires in full operating order it was a privilege to be able to

The number three response to the recently published Gateway Division NMRA Member's Survey for requested *Division Activates* was? Operating sessions. So a big thanks is due to Chris Oestreich for organizing and John Schindler and Bob Johnson for hosting the most



operate on these excellent railroads. I was fortunate enough to return to John Schindler's Pike. For those of you who have not had the opportunity; John's layout depicts the Metro St. Louis area and connections to Kansas City and Chicago. It

current rendition of the Gateway Division Operations Night. The event was held in two sections; the first on Friday November 18 at John Schindler's and the second was on Saturday November 19 at Bob Johnson's. By all accounts they both turned out to be successful and fun



contains many recognizable landmarks which help provide an air of familiarity even for newer operators like me while getting their bearings. For additional information on John's Layout go to <http://www.gatewaynmra.org/2009/john-schindler-ho-scale-st-louis-junction-railroad/> and for Bobs go to <http://www.gatewaynmra.org/2010/bob->



locomotives and rolling stock. Many of the locomotives have sound that add to the experience. And John strongly encouraged all to take advantage of the sound features at all appropriate locations. Crews were released to their assignment after a short briefing by General Superintendent

[johnson-pseudo-soo-line-ho-scale-model-railroad-layout/](http://www.gatewaynmra.org/2009/john-schindler-ho-scale-st-louis-junction-railroad/)

John's St. Louis Junction Railroad ran superbly, that would be the physical plant, and the crews did pretty well also. It is a mostly scened layout and it contains many wonderful structures,



Schindler in the crew lounge and operations began at 7:00 PM central daylight saving time.

The range of participants was varied. A topic that garnered a fair amount of conversation during operations amongst some of the senior crew members was the participation of four younger operators who had joined us; Daniel Coombs, Mitch McAdams, Noah Oestreich and Alex Schumacher. Those a little longer in the tooth were enthused by the



Schindler, Bob Boedges, Ron Gawedzinski, Garry Gross, David



Lowell, Chris Oestreich, Brian Post, Richard Schumacher and Carl Wessel. All who also performed admirably at their assigned tasks. In summary, a great evening

participation of these younger guys. All of whom seemed to take to their duties without hesitation and did great jobs. And perhaps two other equally discussed topics related to these guys may have been the ease, and in fact maybe even the pleasure, that the younger operators had in displaying their mastery of the duck unders below the layout and their ability to consume soda and junk food. The remainder of the crew was: host John



enjoying fine layouts and the fellowship of other with similar interests. There are worse ways to spend an evening. Hope to see you at the next Division Ops session.

Gateway Division NMRA & St. Louis Chapter NRHS Joint K-10 Operating Session



by David C. Lowell

*Photos by Richard
Schumacher*

Upon arrival the K-10 docents set us up with trains from one of the three major freight yards or made provisions for foreign road run throughs of visitor supplied equipment. While a passenger station does in fact exist, apparently varnish is not an often seen commodity on this

The advertising was not wrong. WOW! What a great time, what a great Pike! Thanks to Ron Gawedzinski for setting up this event and Ken Kroschwitz of K-10 Hobbies and his minions (minions is meant in the spirit of fun loving assistants consistent with the fun loving minions found in animated movies) who were gracious hosts and literally gave us the run of the railroad. Between the two groups we made a showing in the 20-person range.



layout. Perhaps that is why the station is relegated to a back corner. I used the term docent on purpose because they acted in that manner by providing us with answers to questions and assistance if asked, but other than that leaving us to our own devices to enjoy the layout.

When the operating session was getting underway Ken made a short announcement to the group with some interesting facts and updates about the layout. For the ancient history of this almost 20-year-old empire you can visit the K-10 website at <http://www.k-10smodeltrains.com/> and click on the history tab. The most recent changes he described are the changeover of the “High Line” from DC to DCC, the consolidation of several of the intermodal yards to one, the addition of a new industrial switching district on the old intermodal peninsula and some foreshadowing of a few more ideas not quite as of yet fully baked. He also let



building of the layout, which started in 1998, most equipment is now DCC and sound equipped. So, I guess like many prototype railroads he must have come to the conclusion that he needed to evolve with the times or be left behind. Therefore, earlier this year he made the decision to switch the High Line over to DCC. In talking with the Tony Pellegrino, who is a part of the crew working on this DC to DCC conversion project he indicated it went relatively smoothly. They simply removed the DC power supplies and reconnected the power existing power busses directly to the DCC system. After that there were a couple of big steps and then some mopping up. The big steps consist of going back through the layout to upgrade the feeder connections from the rails to the busses with new feeders to insure



us know that there is over a true mile of track, almost 500 turnouts, and approximately 1,100 feet of mainline to traverse when circumnavigating the layout 4 times before you retrace your tracks, literally.

The layout, as designed and built was set up with two separate loops, a High Line and Low Line, each circling the layout twice. The High Line was DC to accommodate those customers of the Hobby Shop who wanted to test their new DC engines and the Low Line to do the same for DCC equipment. Ken explained that since the



reliability. And they are in the process of adding new power feeders to all the yard tracks from the former High Line yard (ATSF yard?) to convert it over from power routing via turnouts to continuous power. He also said that at all the existing turn outs they are cutting gaps into the rails to isolate the frogs. These items should take care of most of the conversion, but I'm sure there will be a few gremlins that will need to be exercised when these



underutilized. The decision was made to repurpose that real estate for other more profitable operations. The intermodal island has been cleared and a new industrial district is sprouting up complete with an ethanol facility. One of the other intermodal areas may be in play for a dock facility. Train running was fantastic as the

operations are wrapped up. What they thought might take a year is looking more like a 4-month project.

Ken explained that during operations sessions they found that the crews did not embrace the intermodal operations because of the limited switching opportunities.



As a result of this, this asset was being

trains ran flawlessly on great track with consistent power supply through wonderfully scened venues. For ease of operation all trains on the road moved in the same direction. What velocity. All we had to do was not run into the train in front of us. We had a steam powered ore train behind Don Ayres Santa Fe, several diesel-powered mixed freights, an intermodal train, a steam powered Sothern

passenger train with heavyweight cars and a Burlington Northern merger period *extremely fast freight* with a Burlington unit and a Great Northern unit on the head end run by Alex Schumacher while his dad, Richard, recoded all the events in photos. In addition to the operations the mature layout offered a very high quality level of scenery and a host of structures, cars, figurines and scenes full of great details.



Overall it appeared to be a great success with everyone seeming to really enjoy themselves. This event, Ken willing, should certainly be kept on the list of quality annual events to partake in. For those of you who could not, or chose not, to make it I would strongly recommend attending if the event is repeated again next year.

Oh yeah. Who could forget how convenient it was, if you chose to



take a break, to pop into the cozy but nicely stocked hobby shop. I know I brought home more than I took.

Thanks again to Ron Gawedzinski for setting this up and to Ken Kroschwitz and his crew for their hospitality in

providing a wonderful afternoon of model railroad operations and fellowship.

2016 Gateway Division Fall Model & Photo Contest Results

by Richard Schumacher



Steam 1st Place Popular Vote: C&IM #551 – David Lowell



Steam 2nd Place Popular Vote: Wabash #701 – John Carty



Steam 3rd Place Popular Vote: UP #119 – Dave Roeder



Diesel 1st Place Popular Vote & Judged (99 pts): C&IM #21 – David Lowell
Diesel 2nd Place Popular Vote: C&IM #70 – David Lowell



Diesel 3rd Place (Tie): CRGX #2 &
CRGX #311 – Dave Roeder



Passenger
Car 1st Place
Popular Vote
(tie): SG&N
#4 – Dave
Roeder &



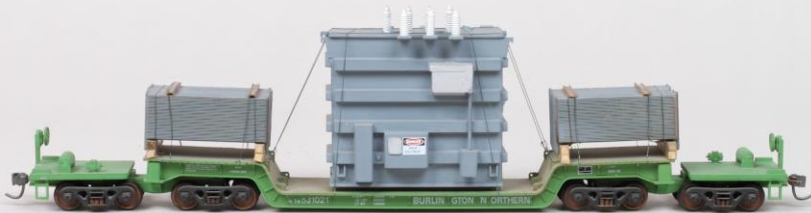
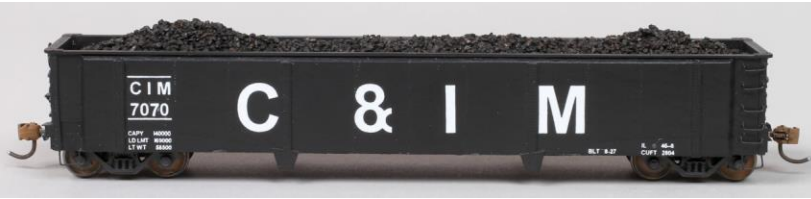
Wabash
#374 –
John Carty

Passenger Car 3rd
Place Popular Vote &
1st Place Judged (95):
SG&N #41 – Dave
Roeder



Passenger Car 2nd Place Judged (88): PPCX #800490 – Dave Roeder

Freight Car 1st Place Popular Vote & Judged (105): C&M #7070 – David Lowell



Freight Car
2nd Place
Popular
Vote: BN
#631021 –
Dave
Roeder



Freight Car
3rd Place
Popular
Vote: BCK
#1553 –
Dave
Roeder

Caboose 1st Place
Popular Vote & Judged
(112): C&M #34 – David
Lowell



Caboose
2nd Place
Popular
Vote:
MOPAC
#1108 –
Dave
Roeder



Caboose 34rd Place
 Popular Vote (tie): WG&F
 #4005 – Dave Roeder &
 N&W #518351 – Richard
 Schumacher



MOW 1st Place Popular Vote: CHTX #8 – Dave Roeder

MOW 2nd Place Popular Vote: Wabash #2309 & #3124 – John Carty





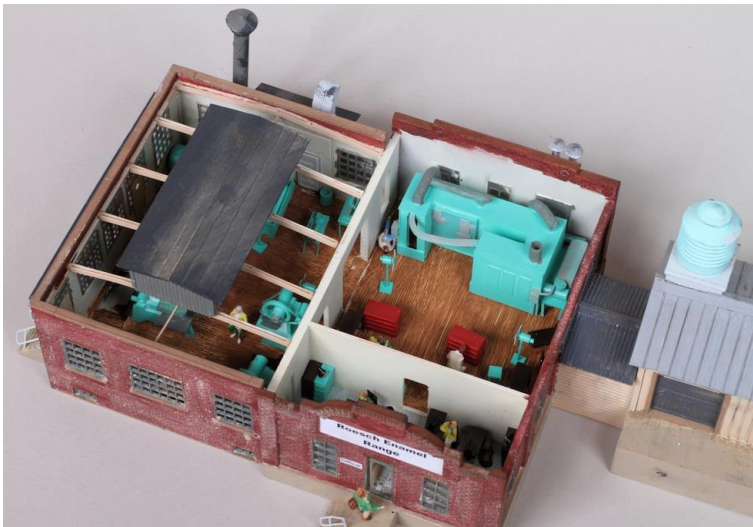
MOW 3rd
Place
Popular
Vote: C&A
#70 – David
Lowell



On-Line Structure
1st Place Popular
Vote & Judged
(118): Avenue
Tower – David
Lowell

Best of Show

On-Line
Structure 2nd
Place Popular
Vote & Judged
(105): Roesch
Enamel Range –
John Carty





On-Line Structure 3rd Place Popular
Vote: Davenport #3 – Dave Roeder

Off-Line Structure 1st Place Popular
Vote and Judged: St. Henry Church &
School – John Carty



Off-Line Structure 2nd Place
Popular Vote: *Quiver* –
David Lowell

Off-Line Structure 3rd Place
Popular Vote: 1957 American
LaFranc – Dave Roeder

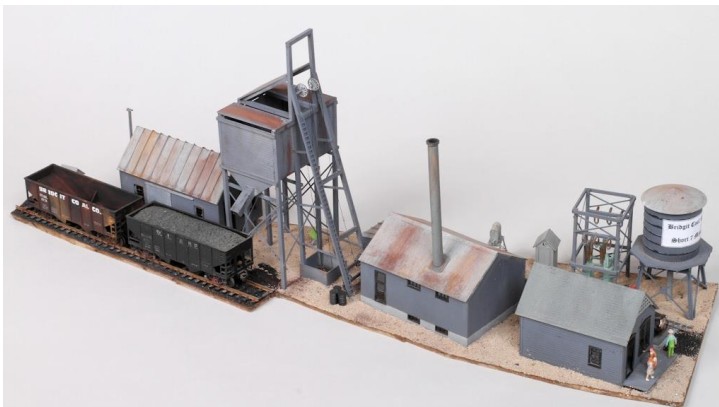




Diorama 1st Place Popular Vote: Passenger Train #8 on Trestle – David Lowell



Diorama 2nd Place Popular Vote (tie): Big Top – Greg Gramlich



Diorama 2nd Place Popular Vote (tie):
Short 7 Mine – John Carty



Whole Train 1st Place Popular Vote (tie): MoW XTRA 500N – David Lowell (above)
& Bullion Train – Dave Roeder (below)



Whole Train 3rd Place Popular Vote: Reefer Cut – John Carty



Model Photo 1st Place – MoW Shack – David Lowell



Model Photo 2nd Place Popular Vote (tie): C&IM #550 – David Lowell (above) & 3983 on Joseph's UP – Richard Schumacher (below)



Prototype Photo 1st Place Popular Vote: Cover



Prototype Photo 2nd Place: BNSF Over Bridge – Ed Walton

Prototype Photo 3rd Place: Bowling Green Railway Museum – Richard Schumacher



Division Minutes

by Gregor Moe

Meeting Minutes for October 17, 2016

Officers in Attendance:

Jim Ables, Superintendent

Don Ayres, Assistant Superintendent

Richard Velten, Paymaster

Gregor Moe, Clerk

Jon Marx, MCoR Director

Ron Gawedzinski, Activity Coordinator

Don Ayres, Publicity Chairman

Clinic: Brian Post presented wiring turnout myths and mysteries.

Business Meeting Superintendent Jim Ables called the meeting to order. There were 18 members present two guest. Jim greeted our guests David Weidler and Charles Marshal.

Minutes of Previous Month's Meeting

Minutes from the September meeting were available for review prior to the meeting start. Minutes were approved as written.

Treasurer's Report

Rich Velten presented the September 2016 paymasters report. The opening balance was \$22,277.44. During the month we had total receipts of \$262.37 and expenses of \$139.67. Our closing balance was \$22,400.14.

Merchandise Report

Rich Velten reported we have a good supply of wheel sets on hand. Also on hand are NMRA HO, N, and HON3 standards gauges. He is taking orders for division shirts.

RPO Report

The fall edition will be published soon. John has set 1 December as the deadline for the winter edition submissions.

Directors Report

Jon Marx was absent thus no report.

Achievement Program (AP) Report

There was no report as Phil Bonzon was not present.

Publicity Chair Report

Don Ayres requested volunteers to support our table at the Great American Train Show in Collinsville the weekend after thanksgiving. Rich Velten talked about the fall meet looking for volunteers for set up and tear down. He also talked about the Christmas party.

Outside Activities Report

Ron has arranged a joint meet with the NHRS group for a train running session at K-10 hobbies October 29 starting at 1300.

Old Business

- .The 2020 convention is still tabled

New Business

- Jim Ables appointed an election committee
- Upcoming clinics Don Ayres listed the slide show at the Christmas party and the December box car contest. For the December meet there will also be a bring and brag and swap meet.
- UP 844 will be in town 18 October and leaving 19 October.

Drawings

50/50 winner: Dick Wagner

Gift Card winner: Chris Oestreich

Meeting adjourned.

Respectfully Submitted,

Gregor Moe,

Clerk, Gateway Division

Meeting Minutes for December 19, 2016

Officers in Attendance:

Jim Ables, Superintendent

Don Ayres, Assistant Superintendent

Richard Velten, Paymaster

Gregor Moe, Clerk

Jon Marx, MCoR Director

Ron Gawedzinski, Activity Coordinator

Don Ayres, Publicity Chairman

Clinic: The clinic was the display of the boxcar models and a swap meet. Dan Knipp won the diorama prize Rich Velten the plain boxcar prize.

Business Meeting: Superintendent Jim Ables called the meeting to order. There were 19 members.

Minutes of Previous Month's Meeting

Minutes from the October 2016 meeting were available for review prior to the meeting start. Minutes were approved as written.

Treasurer's Report

Rich Velten presented the October and November 2016 paymasters reports. The opening balance was October \$22,400.14. During the month we had total receipts of \$280.48 and expenses of \$787.19. Our closing balance was \$21,893.43. The November opening balance was \$21,893.43. During the month we had receipts of 5,015.35 and expenses of 4,648.06. The closing balance was 22,260.72 He explained that the big expenses were for the fall meet and the holiday party. We made 1,028.33 on the fall meet there were 210 admissions and 50 vendors.

Merchandise Report

Rich Velten reported we have a good supply of wheel sets on hand. Also on hand are NMRA N-gauge standards, and NMRA OO-On3 gauge standards. He reported that the shirts were in and ready for pick up.

RPO Report

John has set 1 January as the deadline for the winter edition submissions.

Directors Report

Jon Marx reported on the division member ship report.

Achievement Program (AP) Report

There was no report as Phil Bonzon was not present.

Publicity Chair Report

The next train show is in February in St. Charles.

Outside Activities Report

Ron Gawedzinski reported on the K-10 operating session. He is working on an activity for this spring.

Old Business

The 2020 convention is still tabled.

Jim Ables stated the member ship directory and opt in letters are about ready to be sent out.

Chris Oestreich briefed on the 30 April 2016 operating session there still opening for two of the three layouts.

New Business

Jim explained the donation to the VFW that the group gave for the use of the space.

Upcoming clinics: next month's clinic will David Lowell talking about building and detailing a gondola.

Drawings

50/50 winner: Pete Smith

Gift Card winner: Hank Kraichelly

Meeting adjourned.

Respectfully Submitted,

Gregor Moe,

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 (rpo@gatewaynmra.org).

Sat., February 11, 2017

The Warrior Express Train Show

10am-3pm, Fox C6 High School, 751
Jeffco Blvd, Arnold MO 63101

Admission \$3 children under 12 free

Sat., February 18, 2017

2017 Alton Train Show, 10am – 3pm

Franklin Masonic Lodge, 1513
Washington Ave, Alton IL

Admission \$3, Swap tables are free!

Contact Richard @ 618-465-2442 for
details

Sat. & Sun., February 18 & 19, 2017

Great Train Show, 10am to 4pm,
St Charles, MO Convention Center, 1
Convention Center Plaza

Admission \$11.00, Kids 11 and under
free

The Gateway Division will have a table
at this event. Contact Don Ayres if
you'd like to help out at our table.

ayresd1@charter.net

Mon., February 20, 2017

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

Sun., March 19, 2017

**Springfield Railroad Society Train
Fair**, 10am-4pm, Orr Building @ State
Fair Grounds, Admission \$5, children
under 11 free. Early bird shopping
starting at 9pm, admission \$10,

More info at

www.springfieldtrainfair.com

Mon., March 20, 2017

Gateway Division Meeting, Trinity
Lutheran Church, 14088 Clayton Rd,
at Woods Mill Road (Hwy 141),
Ballwin, MO (West St Louis County), 7
p.m.

Sat., March 25, 2017

**Metro East Model Railroad Club
Spring Open House**

March 25, 2017 (10 AM – 3 PM)
Located in the old Fire House / Village
Hall at 180 Summit Street, Glen
Carbon, Illinois (Corner of Summit and
School Streets)

Admission is Free!

For More Info:

Bob @ (618) 476-9228

Bill @ (618) 254-6596

www.trainweb.org/memrc

Thur. thru Sat., April 6-8, 2017

Sn3 Symposium, Marriott Airport,
10700 Pear Tree Lane, St Louis, Mo
631134, Registration is \$45 before 15
February and \$55 thereafter. More
details @ 2017Sn3Symposium.com

Sat., April 8, 2017

**2017 Benefit Model Train Show &
Swap Meet**, Franklin School
Elementary School, 301 N. 2nd St.,
Belleville, IL 62220,

Mon., April 17, 2017

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

Mon., May 15, 2017

Gateway Division Meeting, Trinity
Lutheran Church, 14088 Clayton Rd,
at Woods Mill Road (Hwy 141),
Ballwin, MO (West St Louis County), 7
p.m.

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 \$72 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
Jimmy D. Ables

Assistant Superintendent
Don Ayres

Clerk (Secretary)
Gregor Moe (Bonnie)

Paymaster (Treasurer)
Richard (Rich) M. Velten (Marilyn)

Division Director
Jon W. Marx (Kathy)

