

RPO

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RPO

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On The Cover

photo by Ron Gawedzinski

Clock Tower of St. Louis Union Station located on Market Street. Article with additional photos starts on page 6.

In This Issue

Superintendent's Desk	2
Under the Wire	3
Director's Reflections	4
St. Louis Union Station Tour	6
Joint Regional Convention	11
Static Grass.....	17
St. Louis RPM Meet	29
Pete Smith Layout Visit.....	5
MCoR is Now on Facebook	5
Division Meeting Minutes	5
Timetable of Events	6

Superintendent's Desk

by Jim Ables

Greetings,

It's hot out there, maybe we should all head to the basement and run trains or in my case work on finishing the walls so I can start a layout. I hope all of you had a happy and safe 4th. The 4th is one of my favorite holidays, my family always gets together to celebrate our nations birthday. The grandkids have a blast playing in the pool and blasting everyone with their water or nerf guns while the adults BBQ and talk. At the end of the day we watch Mascoutah's fireworks display from our front yard. The 4th is meant to be a day of celebration, but I always take some time to think about the men and women of the revolutionary era and what they endured to guarantee the freedoms we

enjoy today. For me personally it's humbling to think about the privations and hardships they endured to defeat the British and bring forth the nation I'm so very thankful for.

I'd like to focus this quarters column on several folks who month in and month out put forth a lot of effort to support the Division. Our webmaster Richard Schumacher does a tremendous job keeping our website up to date and adding new content. Thanks to Richard we have a world class website and it represents the division well. Richard, thanks for a job well done!

Rich Velten our paymaster is awesome. Besides being paymaster Rich takes care of a lot of the Division's business needs, merchandising, Fall Meet organization, and many other things that go over looked by the rank and file but are important to the operation of the Division. Rich, thanks for all you do.

John Carty is the long time editor of the RPO, contest committee chairman, and clinician. John does a tremendous job with the RPO, organizing and formatting the material as well as contributing articles of his on. John has chaired our annual contest at the fall meet for many years, here again his organizational skills come to the forefront. This year John moves from contest chair to Achievement Program chairman. Besides everything else, John has to put up with me being late with my column for the RPO every quarter. John thanks for always being understanding and the outstanding job you do.

David Lowell is one of our top volunteers. Dave helps out with a lot of our activities I can't say enough about his support. Besides being a top notch modeler Dave is also a writer and provides articles and recaps of events for the RPO. Dave, thanks for everything you do.

Richard, Rich, Dave, and John are all great contributors to the Division and I urge all of you to reach out and thank them. I'd also hope they inspire you to get more involved and support our activities.

That's it for this month. See you at a meeting soon.

Jim Ables
Superintendent, Gateway Divisions

Under the Wire

by John Carty, Editor

Happy Summer!

The kids' ball seasons have ended. Yard work has not. Despite this complication, modeling continues slowly but surely.

As Achievement Program chairman, I received notice from our Regional chairman of a minor change in Merit Awards. Henceforth, a particular model may only receive a Merit Award once. This does not preclude entry in more than one contest, only that a Merit Award will be issued only once.

Additionally, a model which has placed first in a contest may not be entered in any contest at that level (Division, Regional, or National) or lower, as per policies already in place.

Please let the person logging your entry know if the entry has received a Merit Award, so as to save paperwork. Thanks.

With the Fall Meet around the corner, we will need entries in the annual contest. Please bring examples of your modeling to share with your fellow members.

Please contact me if you would like to judge this year. We can always use the help, and it is a great way to improve your own modeling skills by using the criteria laid out by the NMRA.

One last thought, I would like to get a handle on where members stand regarding the Achievement Program. Please e-mail with which certificates you have earned along with the number of Merit Awards in each area. Thanks. Have a great Summer.

John

Director's Reflections

by Jon Marx, Region Director

Just got home from the 2017 Region Convention, this year a joint convention hosted by the Thousand Lakes Region and Mid-Continent Region in Ames, Iowa. Joint conventions are nice because we get a chance to meet members from another region and clinic presenters are from both regions. Gateway Division was well represented with Hank Kraichley, Rich Velten, Dave Roeder, Dave Lowell, Curt Wessel, and Don Maurice also in attendance. These are the members I recognized. If others were there, I apologize for not recognizing you here. One attendee came from Australia, so we are truly an international organization.

One prototype tour was a visit a limestone mine one mile down with three miles of lateral tunnels. I opted out of the tour to listen to a couple of clinics. Friday afternoon we loaded on school busses for the trip on the Boone County Scenic Railway. This operation has a Chinese-built steam locomotive. Our presence was not of sufficient importance to fire up this engine. It does operate about once a week during their regular season. Rich and I, both trolley operators at the Museum of Transport were more interested in inspecting the controls of trolley car that was operating at the same time. Its vintage is about the same as The St. Louis Water Works car at the Museum, 1914.

Event organizers had a good lineup of clinics. I think there is always something to learn in the hobby. A new technique or a different way of looking at the real world that we use as basis for our models. Someone is doing something in "O" that can be applied to "HO." Stephen Priest, Editor of RMC, discussed his St. Louis Division of the Santa Fe layout and some techniques he used during construction. Stephen also discussed, in another clinic, some of the small details that can be added to a layout that help tell its story. Ryan Moats, Region AP Chair, discussed documentation for contest models and for Merit Award evaluation. This was an updated version of the presentation he made here in St. Louis when we hosted the Region Convention. More good information for anyone considering entering a contest or submitting models for Merit Award evaluation. Interesting Flat Car Loads was the topic of another clinic. No mention of a transfer caboos; don't railroaders politely refer to it as an outhouse on a flat car? Another interesting presentation was on grade crossings and their variety. One takeaway message from this one is we should be observant of the details around us and how we can incorporate them for realistic mini-scenes.

Charlie Getz, National President, discussed NMRA and some of the things National is working on for current and future member benefit. Because the NMRA Library is at the California State Museum and Library, in Sacramento, CA, NMRA members can visit with free admission. This institution is well worth the visit. Sitting in the cab of a cab-forward locomotive is definitely different from sitting in the cab of a more conventional locomotive. Among developing technology, battery operated trains will be able to recharge batteries by an induction plate in the track. This is now available in "O." Tesla batteries may be reduced in size to fit model

railroad engine. NMRA members are Associate Members of HASEA, the Chinese Model Railroad Association in a mutual agreement. He reported they are also adopting NMRA Standards in their organization to apply to Chinese manufacturers. This affiliation opens doors for members that are able to travel to China. Charlie has covered some of this in his columns in the NMRA Magazine.

Charlie also mentioned his excursion, not to the local hobby shop, but to Menard's (ads in MR and as a Sunday paper insert) where he was able to find small items useful in model railroading. He had to ask where the model railroad supplies could be seen. He also suggested visiting doll house shops and craft stores for small items that work out to HO size, or close enough. And the prices are lower. I know other divisions have had clinic presentations on model railroad supplies found in craft stores. So other craft supply stores are good places to visit.

At the Board Business Meeting Hank announced that Phil Bonzon has resigned his position as Region Vice President. Hank appointed Robert Simmons of Western Kansas to fill out the remaining part of Phil's term. Bob is the Candidate for Region Vice President in the current election. A side note, Bob is a native of Affton MO. As a never-ending quest, we are still considering ways to recruit new members.

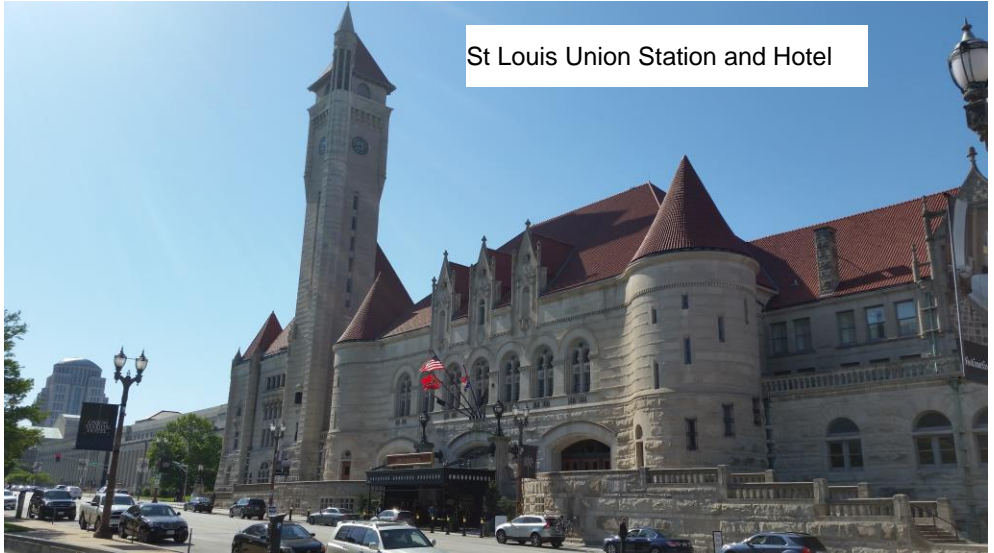
When Stephen Priest presented his clinic on constructing his model railroad, he encouraged getting young people involved in the construction. First they love to do things and this helps them gain skills in using tools. Also they are better able to scramble under layouts to run wires and do other under the layout work. Also, as they are introduced to the hobby and all its fascination, they could become future members of the NMRA

I took three models to enter in the contest, freight car division. I entered them with great expectations, *knowing* I would really do well. Then reality set in when I saw the other models entered. First downer. Then I attended Ryan Moats presentation on documentation. I knew then that I really made a mess of this part. I was almost ready to pull my entries out of the contest. Saturday afternoon I picked up my models and the score sheets. I was pleased to see that all three earned enough points for Merit Awards, my goal was met. Then the awards portion of the Saturday Banquet. I was really surprised when one model was awarded an Honorable Mention, and the other two were named as placing third and second. Dave Lowell and Dave Roeder also received place awards in the categories in which they entered. Don Maurice won awards for photo category. So St. Louis was well represented at the convention and we did ourselves proud in the contest room. See: <http://www.mcor-nmra.org/ConventionContestResults/2017/index.php> for photos of the contest winners on the Region web page. Now I need to get busy and finish models in process and get them ready for the next contest. AS n aside, I have enough in process for my Rolling Stock CA and to get me to the half-way point for Structures. I also challenge my fellow Gateway Division members to remember that if I can do it, so can you. I urge everyone to consider attending a Region Convention. They are a lot of fun and a place to learn more about the hobby. You have a chance to meet model railroaders and exchange ideas. There will be no Region Convention in 2018, so it does not interfere with the National Convention in Kansas City. A convention helps demonstrate why this is such a great hobby to pursue.

Tour of St. Louis Union Station and Hotel

by line right justified in 9.5 pt Arial Italic

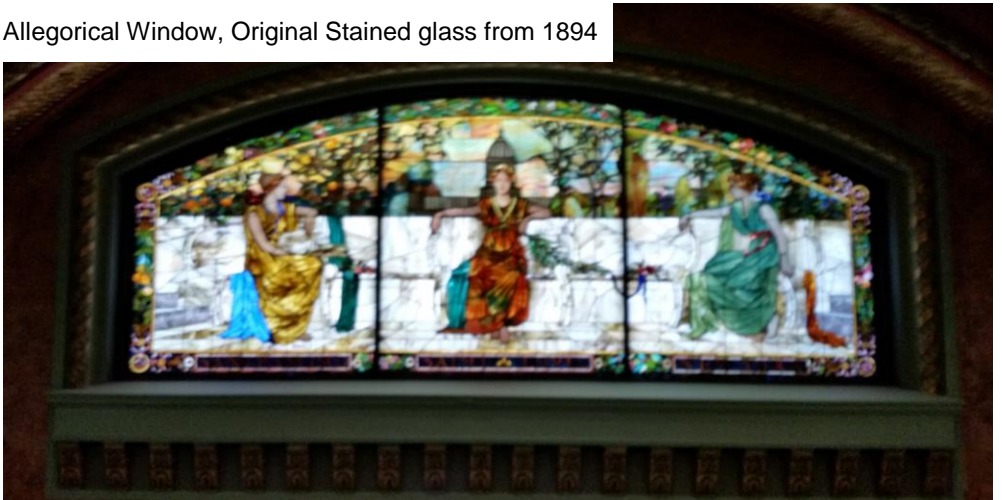
On Saturday, May 6, 2017, 24 members of the Gateway Division NMRA and the St. Louis Chapter NRHS toured the historic St. Louis Union Station and Hotel complex. The tour started at 10:00 AM and finished some 3 hours later.



St Louis Union Station and Hotel

The Station was built with Indiana limestone. The complex opened on September 1, 1894 at a cost of \$6.5 million. It took just two years to construct. It included the Terminal Hotel on the west end, at 20th Street, and the railroad offices on the upper floors on the 18th Street corner. First train pulled in September 2, 1894, and last train pulled out October 31, 1978. The Grand Hall was the main waiting room for the Station,

Allegorical Window, Original Stained glass from 1894



with the barrel vaulted ceiling at 65 feet high. Other interesting decorative attractions are the Allegorical Window, original stained glass from 1894, the Whispering Arch, the Gothic Corridor, the *Commerce on the Landing* mural, the Midway, the Terminal Hotel and the Atrium, a unique designed glass floor. Today the Union Station hosts a daily laser light show in the Grand Hall and a fire, water and laser show on the lake.

Commerce On The Landing Mural



Great Hall Inside Arch

We toured areas open to the public and not open to the public. We walked through all five floors of the hotel, over the barrel vaulted ceiling of the Great Hall and unfinished future rooms. On the fifth floor we were at the base of the Clock Tower, 230 feet high. For the strong of heart, you could walk up some 200 feet of steps. Half-way up you can see the 30,000-gallon water tank for fire protection, and beyond that the unique clock mechanism that operates the 4 clocks. We had to stop at the water tank level.

Unfortunately, we could not tour the underground tunnels of the Station due to extensive construction going on for the benefit of Metrolink. As we toured the building some of our members showed looks of complete amazement. Some just said one word, "WOW!"



Framework of Great Hall Ceiling



Stairs Leading to Clock Tower 230' High & Intricate Clock Mechanism, Top of Clock Tower

Our tour leader, Darlene Menietti, of the Lodging Hospitality Management (LHM), current owners of the complex, was a most gracious host, showing an extensive knowledge of the history of this great Hotel, surprising a number of our members who consider themselves railroad history buffs. She explained what took place at each stop on the tour and this allowed us to learn more details and appreciation for how this building was constructed in 1894.

The tour was arranged by Ron Gawedzinski, Outside Activity Coordinator, Gateway Div. NMRA and St. Louis Chapter NRHS.



GD & SLC Members Group Photo



Entrance to St Louis Union Station



Counter-clockwise from above: Outside Roof of Train Shed, Elevator Cage, Vault for storing Money & Tickets.



NMRA Joint Regional Convention Between Gateway & Thousand Lakes Division May 18-21 Ames, IA

by David C. Lowell

Some of you may have seen my response in the March 2017 NMRA Magazine Letters to the Editor section regarding Editor Cynthia Priest's column in the January issue entitled, "Hi, my name is..." which was about her New Year's resolution to get out and meet more modelers. My response talked about how her editorial aligned with a goal which I'd had already set when I decided to join the NMRA in 2015. That goal was to get out and meet model railroaders and see what the NMRA had to offer. You ask; what does that have to do with a write-up on the recent MCoR/TLR Convention? It is in keeping with the train of thought (yes, pun intended, sometimes you just have to take the low hanging fruit) of my goal. Attending the convention gave me the opportunity to meet more modelers and to see what the NMRA had to offer beyond my local Division. So from May 18 through 21 in Ames IA I attended my first Regional convention. As an added bonus, it was a joint Regional convention between the Gateway and Thousand Lakes Divisions. For those of you who could not attend here is a recap of it.

Encouraged by some success in the model contests at the 2015 and 2017 Gateway Division Fall Events I decided I needed to regain some humility by trying my luck at the Regional level. That being said, I also wanted the opportunity to continue to make new acquaintances and friends in the world of model railroading consistent with my goal outlined above. Since I joined the Gateway Division I have been very fortunate to meet quite a few fellow modelers and rail enthusiasts in the St. Louis area. I have become better acquainted with more and more of them as time goes on and have been able to share some time pursuing common interests. So, I thank everyone in the Gateway Division for accepting me into the group and making me feel welcome.

As I contemplated the idea of attending the joint convention I wondered what it would be like. What events and activities could I expect? What would the model contest be like? Fortunately for me the MCoR President, Hank Kraichley, is an active member of the Gateway Division and one of the layout hosts and participants in the Tuesday night operations group I am involved in. So, over the course of several months I approached him let's say... relentlessly with questions. He patiently provided me with what was typical for conventions and what details he had gleaned from the convention organizers. I also routinely monitored the MCoR website and learned details as they were made available.

I will be honest, the primary reason I wanted to attend the convention was to display my models and feed my ego a little. But the desire to see how my work stacked up against guys from ten States and two Canadian Provinces was not without the possibility of some emotional peril. I think we are all proud of our model railroading accomplishments no matter what skill level we are at and that is a good thing. We all self-evaluate our skills and our work in our own workshops in hopes of improving our skills with each new project. But putting your work out there amongst your peers to be critiqued can be a daunting prospect. Yet it seemed like a worthwhile risk to me and here is why. I recently decided I wanted pursue my MMR. So, putting my work out there to be judged is a

necessary trial on my path to several of the achievement certificates which I will need to attain. Now let's keep this all-in perspective. We are not curing cancer here or saving babies, but it is model railroading so that's "fairly" important. I would encourage everyone who models to enter these contests. Not so much to be judged against others but against yourself.

I also wanted to accelerate my learning curve on model railroading skills and knowledge by taking advantage of the educational opportunities offered through the clinics and individuals in attendance. I also wanted to enjoy some of the fun activities and fellowship with other model railroaders and train enthusiasts. Once I'd committed to attend and I'd completed the arrangements for my stay at the "Cornfield by Marriott" in Ames (actually the Quality Inn in Ames) the next step was deciding which models to take. Having just participated in the 2017 Gateway Division contest last fall I decided it was best to stick with entries that had placed well at that event. In all, I selected 12 items which included one steam engine, two diesels, three freight cars, one caboose, one structure, one diorama and three photo prints.

Having decided what to enter, the next aspect crossing and re-crossing my mind was insuring these entries would do well. And by doing well I did not mean sweeping 1st in every category, of course. That meant entering work which would be on par with the other entrants as well as representing my Division well. Prior to the convention I had only participated in two "celebrations" as the model contests are called on the national website. The Gateway Divisions 2015 Fall Meet where I entered one diorama and the 2017 Fall Meet where I entered a few more items. Part of maturing as a modeler is maturing as a contestant and that means learning how to complete all the dreaded entry paperwork. That paperwork, while tedious, helps to document, validate and communicate the effort put forth in creating your entries and therefore allows your models to be received in their best light by the judges during their review and evaluation. Another part of the maturation process is learning to not take the judging personally. That is, knowing that the judges do their work objectively, with no slight intended.

In preparation, I went to the NMRA website and read through all the information there. Bear in mind, they are contest rules and judging criteria. So they are a bit dry. However, they were fairly thorough and informative nonetheless. However, I found myself still wanting to feel more confident about the paperwork so I reached out to fellow Division member Dave Roeder, MMR. I had heard he'd entered a few models a couple of times and did okay. Dave was very gracious and agreed to review all my entry forms. For the most part I had the bases covered but he enlightened me on some tips to maximize the supporting information's effectiveness during the judge's reviews. All the preparations completed there was really nothing left to do but wait for the event.

On Thursday morning May 18, 2017 Extra 3DB-444 North, a gas powered combination passenger freight unit eased out of the engine shed and made a quick stop at the fuel rack before it headed for Ames. It turned out to be an enjoyable ride. Six hours alone with my thoughts, which is not something I often get in our modern connected world. It also provided an added bonus of allowing me to listen to some music, uninterrupted, that I had not had a chance to hear in years. The countryside was spring-like as expected with fields ready for planting or with the green stubble of freshly emerging crops. Most of the rivers and streams were full and muddy with a few a bit out of their banks distributing silt and nutrients into the adjacent fields. I joked above about the corn of Iowa, but it had been 15 years since I had been in Iowa and it actually far surpassed

my recollection and expectations as I traversed it this time. Having spent many hours touring the repetitive corn fields of central Illinois I found the gently rolling fields of south east Iowa with its spotty woods and shallow verdant river valleys quite pleasant. Coming from St. Louis I took US 61 north past Hannibal to the State line and then followed a series of US and State Highways heading alternately north and west while roughly following the Des Moines River from the Missouri Iowa border up to Des Moines, then Interstate on to Ames. I tied up at about 3:30PM.

Upon arrival, I checked in at the hotel and hauled in my personal effects. About the time I finished with that the Convention Contest Chairman, Ryan Moats, MMR, was opening the contest room for check-in. It was a bit chaotic at first with a number of guys all vying to get their models on the tables. And who could blame them for the excitement, as it was getting near to happy hour. After I had checked in all my models I met up with a couple of the other guys from the Gateway Division and grabbed some dinner. In all the Gateway Division was represented by, John Garavaglia, Hank Kraichley, Jon Marx, Don Morice, Dave Roeder, Rich Velten and I.

After dinner, I attended the first two clinics of the conventions. The St. Louis Division turns 4 by Stephen Priest, MMR and Evaluation and Documentation by Ryan Moats, MMR. Stephen Priest is the Editor of *Railroad Model Craftsman* and he talked about his most recent of his 16 layouts which is currently nearing completion, The St. Louis Division of the ATSF. His presentation covered tips, troubles, lighting and harnessing the boundless energy of teenagers for good by getting them to perform mundane and repetitive tasks. At the beginning of his talk he polled the audience with the usual questions. How many HO scalers? N scalers? How many have layouts? How long in the NMRA? I was sitting next to the only guy in the room that had 50 years under his belt; our very Own Jon Marx. Congratulation Jon! Ryan's clinic was more technical in nature and was very informative as he shared how to present your information on your entry and evaluation forms in a manner consistent with how the judges review them.

Friday morning, after a quick breakfast poolside, it was time for more clinics. Stephen Priest was at it again with a clinic titled "Little things, Big difference". It was a review of how small details sprinkled through your layout and along your backdrop can complete the scene thereby rendering it correct to the mind's eye and therefore more realistic. He talked about homemade photo backdrops assembled one building at a time. He championed a book for painting backdrops by Mike Danneman called *Painting Backdrops for Your Model Railroad* (ISBN-13: 978-0890247051). He talked about track and how to create a visually hierarchy between main line, siding, branch and tertiary uses. He covered super-elevated curves and some tips on materials to simulate roads and fields. He also covered ideas on how to organize your work area to make it more comfortable and efficient as well as tips for your layout room in general.

Also on Friday morning a tour of a local limestone mine was on the docket. Three separate sections of a bus special were used for transportation. Then at noon just about every last sole loaded on to the busses for a trip out to the Boone & Scenic Valley Railroad and Museum (<http://www.bsvrr.com/>) in nearby Boone IA. The folks who arrived on the first two busses were treated to a short ride toward downtown on a restored interurban (the Charles City Western Railway Car 50 <http://www.bsvrr.com/electric.html>) while they waited for the later bus to arrive. Shortly after the return of the interurban we departed from the depot behind BSVRR #1003 an EMD NW pulling a mixed consist of cars that included a Metra Bi-Level, Lackawanna

and Rock Island commuter coaches and an open air platform car (<http://www.bsvrr.com/equipment.html>). As the weather was rainy and about 45 degrees, oddly enough, there were no takers for the open air car. In fact, even the coaches with their small electric heaters were a bit brisk. We worked our way down into the Des Moines River Valley crossing over the high bridge at Bass Point Creek some 156 feet above terra firma; it was quite a view. Once in the river valley we crossed the river and stopped at Fraser Siding where the power did its run around before we headed back to the station. We completed the turn in just less than two hours.

After arriving back at the station the group split up and headed in three primary directions. Some taking their turn on the interurban, some heading to the museum and a few of us heading over to the engine shed to see the Chinese 2-8-2 # 8419 (<http://www.bsvrr.com/equipment.html>). The shop crew allowed us to climb into the cab and have a look around. The cab is set up opposite of North American steam engines with the Engineer on the left and the Fireman on the right. The engine was cold because it was not set to be put into service for a few more weeks. However, it was really a great experience to give it a once over after reading about it years ago. I never did make it to the interurban but Rich Velten angled, unsuccessfully, for a chance at the control stand. He explained he was qualified to operate the interurban based on the training he had received at the Museum of Transportation, but was unable to make the sale. I did make it to the small museum attached to the depot. It was nice and had several interesting exhibits and a small resource library. But I think what was most enjoyed about the museum by most was that it was warm.

Upon returning to the hotel from the train ride we all grabbed some dinner and then it was time to head out for layout tours. Dave Roeder, Don Morcie and I rode together to three layouts. We started off by stopping at the Ames Hobby Shop. A small but very nicely stocked local hobby shop in old downtown Ames. They stocked a fair amount of engines, rolling stock, detail parts and had a decent amount of car models. So it took Dave a while longer than Don and I to review all the stock looking for treasure off the beaten path. Once finished in the hobby shop (which had stayed open late to accommodate the conventioners) it was upstairs to a layout that was being resurrected after falling into receivership and abandonment. In talking with the crew that was newly working on it, they had literally gotten it running the day before. They had inherited solid bench work, some basic scenery and a room that was overflowing with deferred maintenance. They had managed to restore and add enough track to give themselves an operational run but they have their work cut out for them with regards to both the layout and the space. They seemed enthused and up to the challenge. The rent on the space was right. The hobby shop, which had recently changed hands, was providing the space gratis so long as they worked on the layout. How could you turn that down?

From there we headed to The N Scale empire of David Yetter. This freelance UP inspired layout was 40' x 15' and fully scened and DCC controlled. It was a nice layout with urban and rural areas. Long mixed freights, intermodal and coal hauls steadily worked through the sweeping 24-inch minimum radius curves and sections of tangent track behind modern diesels. He was getting ready to dismantle a portion of it after the tours to facilitate some home improvements.

The third and final pike we visited was a few miles east of town; Doug Harding's Iowa Central. Upon arriving at Doug's, it was easy to see we were in the right place by the lit cross buck signal at the end of the driveway. He had used 4" PVC piping to support the lights and the assembly was set in a 5-gallon bucket of concrete for a base. It was

powered by an extension cord running from the garage. Doug had also just gotten his modular layout operational a day or two before the convention having just moved into the house. He models the Minneapolis & St. Louis in 1949 on the portion of the original Iowa Central route between Albia and Mason City Iowa. The layout was a beehive of activity with guest operators and tour guests freely intermingling. As we wrapped up our visit on the Iowa Central we noticed it was closing in on 9PM, when we would go dead on hours. The other two layouts were over a ½ hour to the south near Des Moines so it seemed the only responsible thing to do was to return to the car barn for some refreshments and a bull session.

Back at the hotel we learned that due to a shortage of staff they had closed the restaurant/bar early. Not easily thwarted we made a quick run to the gas station next to the hotel and retrieved some libations and some snacks. Upon returning to the hotel we commandeered the hospitality room and commenced a bull session. Old friends (of the other guys), acquaintances and new friends floated in and out. I made two new friends; Brad Sloan, MMR from Dixon Missouri and David Heinsohn from Emporia KS. I enjoyed making their acquaintance. I also enjoyed the stories about the Frisco 1522 excursions from Dave Roeder and Don Morice. The next day we learned that another small gathering had sprung up in much the same manner in the contest, or should I say celebration, room. Hey, perhaps the brass at National is on to something with this new terminology. Anyway, model railroaders seem to be a resourceful lot.

With Saturday morning came another full day of events, starting with another breakfast poolside at the indoor courtyard and another new acquaintance, Joe Braddock from Jefferson City MO. The weather remained cold and rainy but that would be of no concern today. Today was all about indoor activates. After breakfast, it was on to more clinics. At 9:00 AM I attended Doug Harding's clinic on wholesale grocery distribution in central Iowa from the 1860s to the 1950s. It was a well done clinic with great specific information on the area that he models as well as great general information that could be applied to any layout or era. At 10 AM NMRA President Charlie Getz spoke to a full room, echoing the thoughts of his column in the just released June 2017 NMRA magazine along with a few other observations and tips. After lunch, at 12:30 PM Dave Roeder gave a clinic, to a packed room, on producing your own decals. Stephen Priest provided a helpful tip. If you are looking for artwork for corporate logos with which to make decals for your cars, locomotive's or buildings try the website; Brands of the World (<https://www.brandsoftheworld.com/>).

The final clinic I attended was at 1:45 PM by John Hotvet on bridges. This was a review of prototypical bridges from all over the upper Midwest which John had photographed. He was able to offer very specific details about what type of construction they were and why their design as it relates to their specific location made sense. After the clinics, I made a quick run through the train show and made another new acquaintance, Allen Pollock from Jefferson City MO.

The last order of business for Saturday was the social hour and banquet. Social hour, which started at 5:30, was robustly attended and was followed by dinner at 6:30. Dinner was followed by the program of awards, recognition and auction at 7:45. It was a well conducted affair with recognition given to individuals by their respective regions for service to the NMRA or their region (<http://www.mcor-nmra.org/>). Finally, the moment we'd all been waiting for, it was the model contest awards. Overall our Gateway Division

was represented quite well with the following awards received from amongst the 68 models and 60 photo entries:

DIESELS

3rd Place	Dave Roeder, MMR	HO Plymouth 50 ton diesel switcher
WG&F #786 standard gauge		

FREIGHT CARS

Hon. Mention	David Lowell	CIM #7070
Hon. Mention	Jon Marx	Peter Piper Pickle Packer NG Pickle Car
3rd Place	Jon Marx	Sandusky and Columbus Short Line
Wood Gondola		

NON REVENUE CARS

3rd Place	Dave Roeder, MMR	CHTX 8-250 ton crane-Colossal
Transport		

CABOOSE

3rd Place	David Lowell	CIM # 34 Transfer Caboose
1st Place	Dave Roeder, MMR	HO Caboose Webster Groves &
Fenton #4005		

PASSANGER CAR

2nd Place	Dave Roeder, MMR	PPCX 800490 Passenger Car - two
tone green		

STRUCTURES

3rd Place	David Lowell	Avenue Tower
2nd Place	Dave Roeder, MMR	1955 Towboat - Mississippi river -
HO scale		

COLOR MODEL PHOTOGRAPH

2nd Place	Don Morice	#2608 on the mainline
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BLACK & WHITE PROTOTYPE PHOTOGRAPH

3rd Place	Don Morice	CB&Q #4960 at Speed
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COLOR PROTOTYPE PHOTOGRAPH

1st Place	Don Morice	Rio Grande photo freight at Labato
Trestle		

For all the awards and to see some truly magnificent models go to <http://www.mcor-nmra.org/ConventionContestResults/2017/index.php>.

The event would not have been complete without the requisite fundraiser. It was an interesting mix of traditional style auction interspersed with the frenzy of a Chinese-style auction. MCoR's Brad Slone, MMR handled the traditional auction items and TLR's Jay Manning and Jerry Leone, MMR were the ringmasters for the Chinese auction. For those of you, like me, not acquainted with a Chinese auction it is an interesting concept. Like silent auctions and pre-auction displays, all the loot is laid out on the tables for everyone to ogle over. The only difference is the red Solo cups placed next to each item. Ticket cards are sold, in this case 26 tries for \$10.00. Once you have your tickets you sprinkle them about into the Solo cups. At your discretion you can load up a single

cup to improve your odds on one item, disburse them about on many items or any combination that suits you. At auction time a line of volunteers brought the cups one by one to the auctioneer who identified and sometimes editorialized about the items. Then the cup was dumped into the ball cap and a ticket was drawn at random and the numbers read aloud. Voila, you had a winner! To make it more exciting Jay and Jerry would add levels of difficulty to the reveal process thus evoking varied reactions and suggestions from the crowd. All in all it was a fun time and a lot of good items found new homes.

Sunday was an early rise, load out, breakfast and then homeward bound. I had 6 hours of peace and reflection before arriving home to move furniture until midnight. But that is another story. I have a saying that I use at work with some regularity, "You have to be careful or you might learn something new every day". Well I think that was definitely the case for this event. Each day I certainly learned something new and interesting and had fun along the way. From my perspective, this was a great event and I think it's safe to say others thought so as well. I have another saying which I am told by my better half that I use much too often, "Having fun is hard work." The convention wore me out, but in a good way. I will add that I was humbled and energized by the contest. I am chomping at the bit to hit my workbench. And I think this event helped me greatly with my goals.

In closing, I want to thank the Convention Chair, Whit Johnson, and all those who helped him make this event a great success. I had a great time. As a result I am considering the National Convention in KC in 2018. I am also looking forward eagerly to the next Regional in Wichita in 2019.

Static Grass

by Gregor Moe

Here is an area where the brush is taking over the area

Notice last year's dead plants on the right



Here is a good example of how the vegetation grows in clumps and breaks up the surface into hills and valleys

Here is the color that a lot of us forget to add in the wild areas.



See how in areas that are not kept up the trees start growing right next to the buildings and also that their branches tend to grow all the way to the ground



Some vertical leafy plants in an area that used to be under human control but nature is taking it back



The railroad has been out spraying to keep the weeds down



Notice the nice row of trees starting, there was probably a fence there once



That is not grass but stems with long bent leaves.



Areas that aren't mowed tend to get a variety of plants growing in them



If your county can't afford to mow the road sides the plants will grow right to the road's edge but even if they do mow you still need low plants right up to the edge of the road or shoulder surface



Not all plants or flowers are tall



An example of an area that is being taken over by trees with a variety of other plants invading the former grassy shoulder area. The invaders are growing in groups or clumps of like vegetation and notice the height variations of the plants



Nice shot of the various colors of grass and how the colors are bunched together

You can see where the high-water line is by the different types of vegetation.

Pictures of the Layout

The area in front of the engine house I wanted grass between the rails so I just covered the rail heads with tape further back I didn't want weeds between the rails and the whole track is covered. When you have static grass right next to the rails you have to go back and trim the grass off the rails as the grass dose not conduct electricity. It can also stop an engine I took a Heisler engine in and the grass next to the tracks stop it dead I had to cut the grass back like the engine had broken it off by several runs through

In the unkempt areas I have gotten the grass close to the buildings also notice the ridges and valleys in the grass. All the differences are due to the layering of the static grass.



An example of an area that is being reclaimed by nature



Some Flowers and leafy vegetation growing between the tracks.



In the lower left is a nice vine climbing up the hill side the path takes a little thought to put the base soil down first and then add grass in layers each time clearing the path before the glue sets

Trees with
branches to
ground level



A scene I did in the
1980's that I haven't
redone



A foot away an area
that has been
redone



How do you do it

Applying the first layer of grass he is tapping the container to get the grass to fall



Adding a third layer on the left side notice the gully is forming in the center and continuing to the lower right corner



Building up another area the left side now is fairly tall grass and now he is building up a smaller clump of grass in the upper corner

Discharging the electric charge



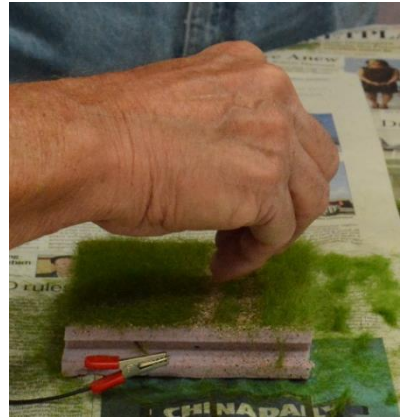
Using a shield to control where the adhesive is going you need to do this around buildings to keep from grassing the walls.



Base for a road or path



Clearing the road again



Clearing the road
see how the grass is building up in front of the pin. Clean that clump off and then continue if you don't you will end up with a super highway not a tire track



Adding flowers with a pinch of colored foam



Spraying an area to add a second layer of grass to build up the ridges valleys and clumps of foliage



Adding leaves to form the leafy plants by adding ground foam



Working with poly fiber



Finished project



Another little project



- The basic way it is accomplished is by building up the static grass with several applications to get the various variations in height and density to simulate a natural area. Flat areas are the easiest to work with; they will give a nice even height for the first layer. If you already have ground foam scenery down like I do the first layer will not necessarily be very even or really straight up and down.
- The second and third layers should not completely cover the first layer they should just be spots or small areas that that are taller, as are the third and fourth layers if needed.
 - The taller areas will represent taller plants and shrubs. If you watch the road sides you'll see that plants tend to grow in clumps and to different heights. One guy get a foot hold and has invited his friends to join him. In the spring and early summer you will see flowers. Similar plants are the usually the same color. Getting the various shades of green is hard to do. I mix the basic colors available together. Most of my stuff is basically the same color.
- Loading the basket is a time consuming thing with the small container it has to be filled often. Fill it about half or two thirds full, less as the fibers get longer. Don't touch the screen on the basket till you dissipate the charge they say it is shocking. When the basket is loaded prepare the area to be grassed.

The first layer can be glued with any glue you like spread an even coat. Don't do real big areas as the glue could set before you get the entire area covered

- Plug the ground wire to something stuck in the area that you are working. I use a "T" pin. Turn on the applicator and start applying the static grass. When I'm using it I tap the basket or gently shake the basket up and down to get the fibers moving and falling out of the basket as I move about the area to be covered. If the area is flat you can get a nice even field of grass. Let the glue dry before starting the next step. Watch the area you are working it is possible to get too much grass in an area and it can tend to look like a mat. It is better to come back a second time and fill in thin areas rather than getting too much the first time.
- To get weeds we need to add more layers to get the look of a wild area. To do this you need a spray adhesive pick one whose smell you can stand as it may linger on the layout for days or weeks. I remember spraying one tree to put leaves on it and it took about a month before I could walk by without smelling it. I use hair spray as it is fairly cheap and it will hold pretty well. For the second layer, we don't want to cover the entire area again but only parts or spots for the second and third layers. We are building up ridges and clumps of vegetation. Some will be tall grass and some will be leafy plants some flowers some brush starting to get established.
- Depending on how big or tall you want the ridges and clump to be it can take two to four layers to get the right effect. Make sure you let the glue dry for each layer before putting on another layer
- For leafy plants once they are as tall as you want hit the area with spray adhesive and take a pinch of fine ground foam between your thumb and first two fingers and lightly sprinkle it over the area of leafy vegetation. It takes some practice not to dump the whole bunch at once or not to compress the foam into big blobs. For plants with bigger leaves the Noch leaves are done the same way. To get an area of brush or vines take poly fiber and pull it apart as much as you can then spray the area where you want to put it then press the edges down to get the edges tacked down. Then from a distance hit it with the adhesive and cover the strands with light coating of ground foam or leaves. It is better to do a second application then to smoothen the area the first time.
- For paths or dirt roads through an area start with the surface you want to show through dirt or rock. Then as you put down each layer take a pin and clear the center of the path. For narrow paths don't just drag the pin straight through the area as the path will go from a narrow tire track to a highway as the fibers build up in front of the pin. Use short strokes and clean the fibers from the pin and then continue to clear the path.

St. Louis RPM Meet June 23 & 24, 2017

by David C. Lowell

The **2017 ST. LOUIS RAILROAD PROTOTYPE MODELER'S (RPM) MEET**, the eleventh to date, was held at the Gateway Center in Collinsville IL on June 23 & 24, 2017. It was simply amazing. It was two days of all the things model railroading has to offer at the highest level of quality from the vendors as well as the skill from the participants. Hats are off to John Golden, Lonnie Bathurst, Dan Kohlberg and Dave Roeder for putting together this tremendous event; the largest RPM event in the country.



Some of the 560 people who attended the show



Participants work their way through 23,000 SF of vendors, hands on activities and display models

For a full overview of the event go to: <http://icg.home.mindspring.com/rpm/stlrpm.htm>. The information for this year's event is still posted as well as pictures of all the amazing models, attendees and vendors from previous years. I urge you to check back periodically to see this year's photos when they are posted. The Gateway Division of the NMRA was a CO-sponsor of the event and several members from the chapter provided some assistance to the host crew.



An example of the wide variety of models on display at the event



Typical model entry

The event was opened officially at 7AM Friday morning with the vendors queued up to enter the building. Unofficially it opened on Thursday evening at the Bandanas BBQ near the Gateway Center where many of the out of town participants assembled for an informal dinner and some model railroading fellowship. This was followed by a nightcap at the Doubletree Hilton down the street. But back to Friday morning, with the raising of the overhead door the vendors took the floor and worked frantically to get their displays and merchandise in proper order prior to the doors opening for general admission at 9AM. At the same time the vendors and exhibitors were setting up their areas, the model display tables were covered with white tablecloths to make them ready for the onslaught of power, freight, passenger, MOW, structures, dioramas and various other models.



A late 19th century hydrochloric acid plant

The event included participant model displays, each one more inspiring than the next. In addition, there were nineteen clinics spread across Friday and Saturday, layout tours on Friday night, six different hands-on learning stations, eighteen historical societies and approximately forty five vendors. Each year the event has grown in both physical space occupied and the number of participants. This year the event space occupied 23,000 square feet and 560 people attended.

Friday's clinics included: Modeling Waterfront Terminals presented by Bernie Kempinski, Freight Cars of the Alma Branch c. 1943 presented by Jared Harper, What's New at Scale Trains presented by Paul Ellis, Hand-laying Track with Oak Hill Model RR Works Products presented by Jeff Otto, Weathering Techniques for Freight Cars presented by Michael Gross, Modeling a Prototype Wye as a Portable Layout presented by Barry Karlberg, Adventures in Prototype Modeling presented by Clark Propst, Finding Kitbashing Opportunities in Freight Cars presented by Ted Culotta, What's new at Sound TRaxx presented by George Bogatiuk and Railroading in Springfield Illinois in 1995 presented by Ryan Crawford.

Friday evening three layouts were open for self-guided tours. Those included Eric Brooman's HO Scale Utah Belt, Joe Visintine's HO Scale East Bluff Terminal and Jay Jansen's HO Scale ATSF Kansas Division.

Saturday's Clinics included: Kitbashing Passenger Cars in HO presented by John Green, Custom Decals for Model Railroads presented by Dave Roeder, Chronology of

the 40-foot PS-1 Box Car presented by Ed Hawkins, An Open Discussion About Resin Model Cars moderated by Bill Welch, Wine Tank Cars presented by Tony Thompson, ExactRail Executive Overview presented by Blain Hadfield, General American 1917 Design Tank Cars presented by Dave Lehlbach and The Transition-Era Illinois Central Box Car Fleet Part 1 presented by Brad Hanner.



The learning stations gave modelers a chance for some hands-on experience on both



days. They included: Hand-laying Turnouts by Jeff Otto of Oak Hill Model Railroad Supply, Programming and updates for YOUR locomotive by Alec Herman of Loksound, CV Programming and set up for your Tsunami equipped locomotive by George Bogatiuk from Soundtraxx, Weathering techniques by the Weathering Shop's shop crew, Hands on weather clinic by Dave Schroedle and Working with the latest air brushes and paint products by John Lee from Badger Airbrush.

As the event wrapped up on Saturday afternoon the chore of awarding door prizes was the finale. I describe it, tongue in cheek, as a chore due to the amount of great items that had been donated by the vendors and supporters of the event and the Herculean effort required to give it all away. Books, locomotives, cars, building kits, detail parts and a host of other items were piled high. It took about 45 minutes give everything away.

If you attended the event you understand that the short review provided here does not cover the myriad activities, conversations, products and most importantly participant models available for viewing. The level of imagination and the skill of the follow-through on all the models displayed was truly awe inspiring. If you did not attend I cannot recommend strongly enough to mark your calendar for next year's event. Hope to see you there.

Pete Smith's Loon Lake & Navigation Co.

by John Carty

For the June Division Meeting, our originally scheduled clinician had to cancel due to a work commitment. Instead, Gateway Division member and Master Model Railroader Pete Smith agreed to host the meeting.

Pete models the 1938 era Sn3 Loon Lake and Navigation Co. This is a fantastic layout. Pete's layout contains a number of highly detailed vignettes.

The following photos provide a glimpse of his genius.





MCoR is now on Facebook

With permission from President Henry W. Kraichely, a new Facebook group has been created, the "Mid-Continent Region, NMRA". Please pass this info to all of your members, so they may join and participate. Just sign-in to Facebook, and do a FB search for "Mid-Continent Region, NMRA", and click on the "join" button. This will send a request to me (moderator) and I will quickly approve the request.

The rules are quite simple, if it has anything to do with real trains, or model trains it's acceptable in general. Specifically, we would like posts from any officer or member about activities in your division, from personal layouts and modeling, to achievement program efforts, to club layouts, and train shows, how-to articles and more. It's OK to post pictures, videos, and links to other pages. Please feel free to link your division FB pages or websites as well. I added some items from the Western Kansas Division just to get things started, so please help us out with your pictures and videos.

If there are any questions, please feel free to e-mail:
trainman55@hotmail.com or phone
(620) 521-3591.

Respectfully,

Robert A. Simmons, Vice-President
Mid-Continent Region

Division Minutes

by Gregor Moe

Meeting Minutes for March 20, 2017

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: Bill Linson presented "What Now" focusing on the basics of disposing the model railroad, memorabilia, and railroad stuff after the passing of the modeler.

Business Meeting:

Superintendent Jim Ables called the meeting to order. There were 39 members and 11 guests present.

Minutes of Previous Month's Meeting

Minutes from the February 2017 meeting were available for review prior to the meeting start. Minutes were approved as written.

Treasurer's Report

Rich Velten presented the February 2017 paymasters report. The opening balance was \$21,984.43. During the month we had total receipts of \$52.15 and expenses of \$720.25. Our closing balance was \$21,316.33. He explained that the big expense was for the division web site.

Merchandise Report

Rich Velten reported we have a few old 36" wheels on hand. Also on hand are NMRA HO and N gauge standards, and NMRA OO-On3 gauge standards.

RPO Report

John has set 1 April as the deadline for the spring edition submissions.

Directors Report

Jon Marx reported on the division membership report had been sent to the officers.

Achievement Program (AP) Report

There was nothing new on the achievement program to report.

Publicity Chair Report

Don Ayres thanked the people who worked the Boeing show. He requested volunteers to man our table at the upcoming RPM meet.

Outside Activities Report

Ron Gawedzinski reported that the NHRS group was looking to use their money to fund a couple of possible tours rather than the joint picnic this year. He stated that the division members would be welcome on the tour and would let the officers know what was decided.

Old Business

The 2020 convention is still tabled

Don Ayres reported the Railroad University was still in committee.

The division has been offered an 8x5' layout. Jim Ables asked for a member to coordinate the finishing of the layout no one volunteered.

Chris Oestreich is looking for layout for the next operating session.

Jim asked for someone to chair the fall meet again no volunteers.

The k-10 donation was sent out in March.

In region business Hank Kraichly said the Turkey Creek Division will be sending out an e-mail to the region members and that the region is looking into limiting this option.

New Business

No new business was brought up.

Next month's clinic will be Brian Post on JMRI updates and operations with JMRI switch lists.

Drawings

50/50 winner: Gregor Moe

Gift Card winner: Sue Linson

Hank Kraichly won a foam cradle from donated by Bear Creek Models

Meeting adjourned.

Respectfully Submitted,

Gregor Moe,

Clerk, Gateway Division

Meeting Minutes for April 17, 2017

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 a follow up on his DecoderPro presentation with additional

information including updates to JMRI suite with emphasis on PanelPro switch lists and operations. .

Business Meeting:

Superintendent Jim Ables called the meeting to order. There were 21 members and five guests present.

Minutes of Previous Month's Meeting

Minutes from the March 2017 meeting were available for review prior to the meeting start. Minutes were approved as written.

Treasurer's Report

Rich Velten presented the March 2017 paymasters report. The opening balance was \$21,316.33. During the month we had total receipts of \$77.48 and expenses of \$205.52. Our closing balance was \$21,188.29. He explained that the big expense was the donation to K-10.

Merchandise Report

Rich Velten reported that the wheel set will be ordered this week. Also on hand are NMRA N-gauge standards, and NMRA OO-On3 gauge standards.

RPO Report

John reported the spring edition will be out soon.

Directors Report

Jon Marx was absent and Hank Kraichely gave a report on the upcoming Mid Continent and 1000 Lakes Region combined convention.

Achievement Program (AP) Report

There was no report as John Carty was not present.

Publicity Chair Report

Don Ayres Thanked the people who helped at the Boeing show. The next show will be the RPM meet on 23-4 June

Outside Activities Report

Ron Gawedzinski stated that there is a waiting list for the Union Station tour.

Old Business

The 2020 convention is still tabled

The Model Railroading 101 committee said they wanted to purchase a train set for display at shows advertising the Model Railroading 101 class to be held at the Museum of Transport. Don Ayres made a motion to authorize spending up to \$500.00 for the purchase of a train set and scenery items for the class. Gregor Moe seconded the motion.

The motion passed.

Phil Bonzon volunteered to head up the fall meet.

New Business

Jim thanked Bill Linson for his work on contacting new members.

Tim Stout asked for judges for the fall meet.

Upcoming clinics: next month's clinic will be Carl Wessel's talk on traction power (e.g. Metro Link) over head power rail system which uses overhead wire.

Drawings

50/50 winner: Bill Davis he returned the money to the division.

Gift Card winner: Alan Kleipas

Meeting adjourned.

Respectfully Submitted,

Gregor Moe,

Clerk, Gateway Division

Meeting Minutes for May 15, 2017

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: Carl Wessel gave his talk on Traction Power (e.g., Metro Link) overhead power rail system which uses overhead wire(s). Some of the topics Carl will touch on are, what is it, how does it operate, and modeling possibilities. Carl's has worked on traction systems since the mid 80's and worked on projects on the Northeast Corridor (Amtrak) project in Maryland to Mass. and MBTA System in Boston. His work experience includes New Jersey Transit, Metro Link, and Metro Transit.

Business Meeting:

Superintendent Jim Ables called the meeting to order. There were 28 members and 1 guests present.

Minutes of Previous Month's Meeting

Minutes from the April 2017 meeting were available for review prior to the meeting start. Minutes were approved as written.

Treasurer's Report

Rich Velten presented the April 2017 paymasters report. The opening balance was \$21,188.29. During the month we had total receipts of \$67.37 and expenses of \$126.75. Our closing balance was \$21,126.91. He explained that the big expense was the for the fall meet.

Merchandise Report

Rich Velten reported that the wheel sets were ordered this week. Also on hand are NMRA standards gauges.

RPO Report

The spring edition is out. Cut off for the summer addition I 1 July.

Directors Report

Jon Marx reported he'd sent out the membership report to the officers. He reported the region convention is this up coming weekend.

Achievement Program (AP) Report

There was no report as John Carty was not present.

Publicity Chair Report

Don Ayres reported that the next show will be the RPM meet on 23-4 June.

Outside Activities Report

Ron Gawedzinski thanked everyone who attended the Union Station tour. The next joint meet will be a trip to the Steelville railroad Sept 30 2017.

Old Business

The 2020 convention is still tabled

The Model Railroading 101 committee said they are looking for guides to use for the clinic.

Still looking for project manager for the layout Phil Bonzon donated to the group.

New Business

Dave Roeder talked about the RPM meet.

Chris has two layouts set up for the 10 of June for operations Gregor Moe's and Carl Schoenberg's

Upcoming clinics: next month's clinic will be Model Railroad Signaling by Rob Kurtz.

The American Heritage museum is having a show 10 June.

Drawings

50/50 winner: Tom Ose

Gift Card winner: Tom Gaffuri

Foam Cradle from Greg Gamlick: Tom Ray

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).

Mon., August 21, 2017

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

Clinic: Gregor Moe will present on Terraforming.

Mon., September 18, 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., September 30, 2017

Arborway T.T. & NW RR and Iron Spike Model Railroad Museum Trip, Saturday, September 30, 2017, the St. Louis Chapter NRHS along with the Gateway Division NMRA will be visiting the Arborway TT & Northwestern RR, a grand scale railway near Steelville,

Missouri. On our way we will stop at the Iron Spike Model Railroad Museum in Washington, MO, where they have a huge room with several model railroad layouts on display. (Comparable in size to K-10 Model RR, Maryville, IL). More details available at <http://ironspike.org/>.

This is the "open house" weekend for the ATT&NW, which is not normally open to the public. Their steam locomotive will be operating as well as any visiting equipment. The 15" gauge railway has 6 miles of track and the main line run is almost 3 miles, half of it going up a 2% grade. Two tunnels, one over 900' long, working signal system with many full-scale signals, 3-story station, 12-stall roundhouse, water tower, turntable and car barn. More details available at <http://www.arborwayrailroad.com/>.

Lunch is included at the ATT&NW.

We will be taking a charter bus and plan to make a pickup in Collinsville, IL, and another in the I-44/I-270 vicinity. (Exact locations will be communicated later.) The approximate schedule is:

Leave Collinsville pickup point 7:45 AM
Leave I-44/I-270 area pickup point 8:15 AM

Arrive Iron Spike Museum in Washington, MO, at 9:00 AM

Leave Iron Spike Museum at 10:30 AM

Arrive ATT&NW near Steelville about 11:45 AM

Leave ATT&NW about 3:30 PM

Arrive back at I-44/I-270 pickup point about 5:00 PM

Arrive Collinsville pickup point 5:30 PM

The final schedule and pickup locations will be forwarded to all.

The cost is \$25.00 per person for the Gateway Division NMRA members and guests of the member. Gateway

Division is paying for ½ of the bus cost. This means the Division has **reserved 27 seats** on the bus. **Seating priority will be determined by time of receipt of payment; in other words, first pay first gets seat.** Fare includes admission to both locations as well as snacks and water.

Deadline for sign up is September 18th.

Mon., October 16, 2017

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

Sat. & Sun., October 27 & 28, 2017

27th Annuul Greater St Louis Metro Area Train Show, Kirkwood Community Center, 111 S Geyer Road, Kirkwood MO,

Saturday October 27, 10am - 5pm,
Sunday October 28, 11am - 4 pm,
Admission: \$7 All kids and students with IDs are free

www:mvns.railfan.net

Sat., November 4 2017

Gateway Division Fall Meet, Trinity Lutheran Church, 14088 Clayton Rd at Woods Mill Rd, Ballwin, MO, 9am - 3pm, includes Model & Photo Contest, swap meet, modular layouts, and layout tours.

Admission: \$7, Children under 12 are free

This show is sponsored by the Gateway Division and we'll be looking for your help in supporting the event.

Sat., November 18, 2017

Toy Train Show and Swap Meet, Columbia Senior Activity Center, 1121 Business 70 East, Columbia MO, 10am - 3pm

Admission: \$4, Children under 12 free

Sat., November 18, 2017

Dupo Train Show, 200 S 5th St, Dupo, IL, 9:30am - 2 pm

Admission \$3, children under 12 free

Mon., November 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.

Saturday, December 2

Great St Louis Christmas Train Show and Food Drive, Immanuel Lutheran School, 9733 Olive Blvd, Olivette, MO, 9am-3pm

Admission: \$5 or \$4 dollars with donation of nonperishable food item. Children under 12 free.

Mon., December 18, 2017

Gateway Division Meeting, VFW Hall, O'Fallon, IL, 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. The division's official mailing address is on the "Contact Us" page on the website: <http://www.gatewaynmra.org/gateway-nmra-contact-us/>. Checks may be sent to Gateway Division NMRA, PO Box 7742, Chesterfield, Missouri 63006-7742. Membership is open to anyone from the beginner to the most advanced modeler, of all ages, so that everyone can share questions and knowledge of the hobby. Visitors are welcome at the monthly Division meetings listed on our website, www.gatewaynmra.org

Division Officers

Superintendent

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)

