

RPO

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RPO

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Editor: John Carty

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On the Cover

photo by Richard Schumacher

An excursion rounds the bend on the Arborway, TT, & NW. Article starts on Page 10.

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Superintendent's Desk

by Jimmy Ables

Happy New Year! This marks the third year the Division will be led by the same executive committee team. I'd like to thank Don Ayres, Rich Velten, Gregor Moe, and Jon Marx for their continued support of the Division. We'd all like to thank you for your continued confidence.

As many of you know we held our first Model Railroading 101 event on December 16th at the National Museum of Transportation. The original intent was to help parents with young kids get started with a train set. We were surprised that most of the attendees were mostly older folks looking to get into the hobby. There were 14 attendees and the presentation was well received. We're evaluating feedback to determine if we should continue and if so what changes might need to be made. I'd like to thank the team who pulled the event together. Hank Kraichely came up with the idea and provided advice in developing concepts.

Don Ayres was the overall project manager and Carl Wessel was the lead for advertising. Don Ayres and I put together the presentation and Greg Gramlich was our instructor.

I'm compiling a list of model railroad clubs and organizations in the region. We'll post the list on the Gateway Division website along with information about each group. I've already received a number of inputs and I'll be compiling them and forwarding the initial list to Richard soon. If you're a member of a group that would like to be listed please send me a note at.

Mark Twain Hobbies is changing their discount policy. Members of hobby related clubs which are registered 501(3)c organizations will receive discounts on any purchase at Mark Twain. In order to qualify for the discount organizations must provide their membership list and email addresses. Federal law and NMRA regulations prevent us from releasing personal information without an individual's consent. If you'd like to get on the Mark Twain list please send me an email or sign up at a meeting. The first list of members agreeing to participate was forwarded to Mark Twain a few weeks ago. Remember to tell cashier you're a member of the Gateway Division before you check out to get your discount.

Speaking of discounts, the NMRA is partnering with a number of model railroad manufactures to provide discounts for NMRA members. Watch the NMRA monthly magazine or check NMRA website for details.

Don Ayres tells me we don't have many clinics lined up for the coming year. If you have a clinic or an idea for a clinic please contact Don at ayresd1@charter.net. Please share your knowledge.

As always, I'd like to extend my thanks to those members that keep the Division

moving forward, you really do make a difference.

See you at meeting soon.

Happy New Year

Jimmy Ables

Superintendent, Gateway Division

Under the Wire

by John Carty, Editor

Happy New Year!

I hope Santa brought you coal for Christmas, the mark of a model railroader.

As many of you know I have a lot of kids in the home, but still managed to minimize the dreaded "some assembly required."

This brings me to an observation: many modelers shy away from scratch building, despite building many a craftsman style kit not to mention their own scenery.

Scenery construction by definition falls under scratch building. I mean, you do create from raw materials, right? The modeler builds up landforms by applying layers of materials until it looks right. How much different is that from building a model from strip wood, styrene, metal, cardstock, etc.? Something to think about.

I have built a number of craftsman style kits (not as many as would like). Most of these kits consist of a box of sticks. Granted, larger components are often precut to shape, but details require fabricating from strip wood or wire.

Having done both, I have concluded that scratch building resembles nothing more than creating your own craftsman kit. With this in mind, I have honed my skills at guesstimating measurements from photographs so as to build unique models.

How many also kit bash? I have worked diligently on such a project only to concluded that building from scratch would have been far easier then modifying the kit I transformed. Of course, I was too far along to turn back at that point. Alas, this is a lesson I relive regularly.

This year's contest featured a number of fine models which did not quite rate a merit score due to a lack of scratch built components, denying the model of just a few points. Details present a good opportunity to try scratch building.

Please take this as opportunity to try something new. Even the most skilled model builder had to start somewhere, so, please try scratch building something.

I shall now step down from the soap box.

Have a great new year!

John Carty
editor

Director's Reflections

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 I received while employed and it looked interesting. Through Google Maps I was able to find its current incarnation, in New Jersey. 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 model evaluator. 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. And, theoretically, the evaluators are supposed to leave constructive comments on the entry form serving as suggestions for improvement.

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 probably 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, super or otherwise. 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 Merit Award toward a 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. (Which tells me that to place well, enter a contest with few entries.) 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 you know 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 was awarded an Honorable Mention at the Region contest in Ames.

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. And in the process, we could learn a new technique. I enjoyed evaluating the models in the 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 a couple more 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. And keep in mind that you do not need to enter contests to have your models evaluated. Phil came to Kirkwood station to evaluate some of mine. John Carty can arrange for your models to be evaluated.

Jon Marx

Model Railroading 101

by Don Ayres



On 16 December, 2017, the Gateway Division hosted their first "Model Railroading 101" course open to the public at the Museum of Transport. We advertised our event at train shows, hobby shops, on the web, and at the month-long E. Desmond Lee Holiday Train Display at the museum.





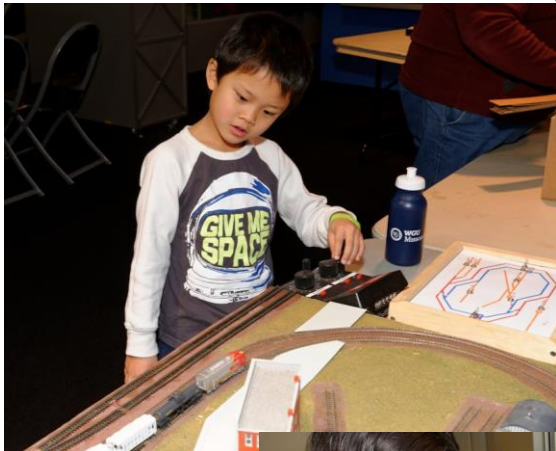
Since our target audience was school age kids we planned a “train set” giveaway. We certainly also hoped to recruit the parents or grandparents who brought them into the hobby, and perhaps even a membership!



The demonstration of how to build a simple layout began at 10:00 with our instructor, Greg Gramlich, hot-melt gluing the Bachmann EZ Track to a 42" x 60" piece of foam. (This worked very well and the cooling time on the glue wasn't a problem.) Layout



construction continued with the



quickly assembled. Another crowd favorite was when Woodland Scenics tree construction was completed by the audience. Using pre-twisted trunks, Greg showed the audience how to fill in the branches somewhat using black poly fiber. Then, hair spray and flocking were applied, and the trees planted. Lastly, the train was test run.

A drawing was held to choose the winner of the layout. A grade schooler named Adrian won. When Adrian was asked how old he was,

application of some thinned out white glue and the application of grass and gravel ground cover. The youngsters in the group really enjoyed helping with spreading the glue and applying the materials! Next, two Plasticville structures were



he replied "About 10". His mom said he was more like 6!! Adrian was thrilled to have won the layout, and so were his parents. The Division may have even picked up a few new members amongst the adults in attendance.

Joint NMRA-NRHA Arborway TT & NW Trip

by David C. Lowell



While typing out the title of this article with all its acronyms I was reminded of that great scene from Good Morning Vietnam where Robin Williams goes on a two-minute diatribe using almost nothing but acronyms. But alas I digress, on with the article.

On September 30, 2017 members of the Gateway Division of the NMRA and the St. Louis Chapter of the NRHS reached across the vast and polarizing isle of

railroad related interest camps, put away our differences and embarked on a joint adventure. A day of railroad related activities at the Iron Spike Railroad Museum in Washington MO and at the



Arborway TT & Northwestern Railway near St. James MO. A tip of the Conductor's Cap to Ron Gawedzinski, (NMRA Outside Event Coordinator and NRHA member), Rick Sprung (St Louis Chapter NRHS Trip Director) and David Huelsing (St Louis Chapter NRHS President). For several months prior to the trip they invested, I am sure, considerable time and

effort to ensure comfortable transportation, snacks and pre-arranged reservations at both locations. The effort paid off by allowing all 50 plus participants to focus solely on the fun at hand.

The Arborway TT & Northwestern Thru-way bus connection departed Kirkwood about 8AM that Saturday from the parking lot in front of the Wal-Mart in the Kirkwood



Commons Shopping Center near Lindbergh & I-44. As we headed west toward our first stop at the Iron Spike Interactive Train Museum in Washington MO we were treated to donuts. The Museum, which is located at the intersection of Hwys 100 & A was a leisurely 45 minute drive from our origination point.

Upon our arrival at the Iron Spike Museum we were greeted by Don Burhaus and Claire Saucier, the driving forces





behind the Museum. Both Don and Claire are retired from the US Navy. Thus they stressed their free entrance policy to all present and past military members. However, it is my personal opinion that Susie the Chihuahua is the glue that holds the place together. Selflessly greeting, licking and sniffing all who pass the door and then enduring the even greater sacrifice of hopping onto so many laps to be petted. It was evident the toll this takes on her by the little nap area she had right inside the first office by the front door.

For detailed information about the Museum, its hours, its mission and volunteer opportunities you can visit their web site at <https://www.ironspike.org/about-us>. The Museum is located inside an old car dealership, utilizing the showroom for several smaller set ups and the Museum's artifacts. The old service bays have been put to use for the re-construction of several large layouts donated to the Museum. Large scale, HO and N are all

represented. In a separate back room area (I think the old parts department) they have an operating overhead catenary trolley system and town.

Some of the many features to be found in this unique combination of DC and DCC layouts across the multiple scales included a plethora of standard scenery and structures represented by large expanses of mountain territory, stations, roads, fields,



houses, and farms. It also included some unique scenes such as a cranberry bog and a sawdust burning power plant based on a prototype operation in Northern California. A key element to this museum is their desire to be interactive. This is accomplished



through a unique feature where they allow visitors to run trains. They are set up to run 5 trains on the HO pike. What's more, they allow you to bring your own equipment or they are happy to let you use the Museum's.

The entire display is still very much a work in progress by the volunteers,

which number in the 60 range with an active core of about 10-12.

Sometimes the volunteers find themselves working in less than favorable environmental conditions. As of the date of our visit there was no climate control in the old service bay areas, thus making the working conditions in the extremes of summer and winter very prototypical. Perhaps this realism of prototype weather conditions is a little to real, so raising enough money to add AC and heat to the service bay/layout room area is one of the Museum's top priorities.

Both Don and Clair are very optimistic about what the future holds for the Museum and are happy to report that they are 2 years ahead of their 5-





year plan. They say they are on the way to raising the money for the HV/AC and have plans for additional square footage under roof. They report an average weekend attendance of about 130 visitors. They also report that they have had guests from 43 states, including

Alaska and Hawaii, as well as 9 countries including New Zealand. After about an hour in the veritable wonderland of all things model railroading we loaded back on the bus and headed for the next stop just outside Steelville MO; The Arborway, T.T. & Northwestern Railroad.



For those of you familiar with the WF&P in Glenco MO, the Arborway, T.T. & Northwestern is a similar type of operation but on a much grander scale. In no way am I inferring that the WF&P is inferior, just using a well known and loved example as a benchmark. That grander scale is exemplified by the Arborway, T.T. & Northwestern being a 15" gauge railway vs the WF&P's 12" gauge.

The Arborway TT & NW boasts five miles of track, diesel and steam power, a ruling grade of 2%, prototypical dispatching and signaling. For all the history and details go to their web site <http://www.arborwayrailroad.com>. Another major difference of the Arborway from the WF&P is the Arborway is only open to the public one day a year. While they may not be as accessible as the WF&P they make up for it in what they offer.



Upon arrival the vastness of this “hobby” operation becomes apparent quite quickly. A large metal building houses their work shops and indoor storage area which contains a machine shop and stores area that many short line railroads would be jealous

of. This is separate facility from the station with its dispatcher’s tower, the roundhouse and the car barn. We made our way off the bus to a table set up to receive visitors. After signing the

obligatory waiver, we received an orange wrist band from the group of very friendly volunteers. While this was going on we noticed the activity of the trains on the double main line pulling up to the station to unload and load passengers reminiscent of a busy municipal



commuter operation. The volunteers at the table gave us a quick rundown of activities that awaited us. We were free to tour the station and climb up the tower and even look over the dispatcher’s shoulder. We were also able to view the items in their small museum including a video and a book of pictures showing the construction of the railroad. Right after arrival and check in we strolled down to the aforementioned shop

which had been cleared out and filled with picnic tables. They provided quite a nice lunch of hamburgers, bratwursts, hot dogs with all the fixings.



Of course, the main reason we attended was to ride the trains. After we finished lunch we made our way to the station area. Live steamer Norther #801, a 4-8-4, was just pulling in



when we arrived so we loaded into a car and went for a ride. Leaving the station, we started to descend immediately and passed through Deer Ridge Tunnel at approximately 100 yards in length. Continuing downgrade we swept left through Wood Valley Wye, made several grade crossings, ran through 1,000 ft. long Ozark Mountain Tunnel and went past Hidden Pond on our way down to the Meramec Loop. After bottoming out at Meramec loop we passed through Miller Wye and retraced our route back upgrade past Hidden Lake, the grade crossings and through Ozark Mountain Tunnel again. Downgrade through the tunnel was not bad with respect to the hot flue gasses from # 801, but on the ride upgrade it did get a little stuffy. Out of Ozark tunnel and back at Wood Valley Wye for a second time, we swept left again, which sent us on past Tower 10, Ridge Road Wye and Bell Lake. Then back to the station. I think we got in three enjoyable round trips.

In addition to the main line, they also had a small self-propelled trolley that held about 10 passengers. It left from just across from the station platform. At a very leisurely speed it cut across the infield property toward the round house and car barn, looped around cedar pond, crossed itself, went past tower 10 paralleling the main line along the opposite side of Bell Lake and then finally peeled away and headed back through a spring switch to its starting point.



Overall it was a fantastic experience. However for a few of us there was an added

bonus. As we milled around the station killing time before the bus left up pulled a trailer from Whiskey River Railroad's Merrick Locomotive Works in Wisconsin. On that trailer was the running gear of a future 2-12-2 steam locomotive to be delivered to the Arborway T.T. & Northwestern sometime in the future (they guessed about 2 years). It was in town to be pulled around the tracks to make sure that it would track correctly. This running gear consisted of the main frame, springs, drivers, equalizing mechanisms, pilot, trailing truck and a few associated appurtenances. It was enlightening and fascinating to see a steam engine's frame at that stage of construction and from angles you normally don't get to see. It was also educational to listen to Dave Roeder talk about the setup of the running gear with the builder given his experiences with the Frisco 1522.

Once we had sufficiently ogled over the frame, we loaded back onto the bus. As the bus

started home more snacks and water were made available by the trip crew. After that, no doubt aided by the beautiful early fall day with its warm sunshine and cool air, a quiet began to fall over the bus as many of the participants (both young and old) caught short naps on the way home. It true, having fun is hard work. We arrived back at the rally point about 5PM and all headed our separate ways. appeared a good time was had by all. That'll do.



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2017 Gateway Division Fall Contest Results

Steam Locomotives:

Popular vote:

1st: Steam Powered Boxcar – Richard Velten

2nd: UP-119 – Dave Roeder

3rd: C&IM #601 – David Lowell

Judged:

1st: C&IM #751 – David Lowell

2nd: C&IM #657 – David Lowell

3rd: C&IM #601 – David Lowell

Diesel Locomotives:

Popular vote:

1st: C&IM #70 – David Lowell

2nd: C&IM SD18 #60 – David Lowell

3rd: Cargill #311 – Dave Roeder

Judged:

1st: C&IM SD18 #60 – David Lowell

2nd: C&IM #70 – David Lowell

3rd: CRGXI #2 – Dave Roeder

Traction:

Popular vote:

1st: StL&BE #523 – John Carty

2nd: Atlas Car Pusher – David Lowell

Judged:

1st: StL&BE #523 – John Carty

Passenger Cars:

Popular vote:

1st: Wabash #475 – John Carty

2nd: DPCX #800490 – Dave Roeder

Judged:

1st: DPCX #800490 – Dave Roeder

2nd: Wabash #475 – John Carty

Freight Cars:

Popular vote:

1st: C&IM #1504 – David Lowell

2nd: Poultry Car – Greg Gramlich

3rd: C&IM #1516 – David Lowell

Judged:

1st: Poultry Car – Greg Gramlich

2nd: MPCX #235 – John Carty

3rd: C&IM #1526 – David Lowell

Caboose:

Popular vote:

1st: StL & OF #12 – John Carty

2nd: C&IM #57 – David Lowell

3rd: C&IM #30 – David Lowell

Judged:

1st: C&IM #30 – David Lowell

2nd: C&IM #42 – David Lowell

3rd: C&IM #57 – David Lowell

Maintenance of Way:

Popular vote:

1st: StL&BE #241 & #250 – John Carty

2nd: C&IM #202 – David Lowell

Judged:

1st: C&IM #202 – David Lowell

2nd: StL&BE #241 & #250 – John Carty

On-Line Structure:

Popular vote:

- 1st: Foundry – Fred Houska
- 2nd: Railroad Station – Don Taschner
- 3rd: Pecan Run Trestle – David

Judged:

- 1st: Turntable – Gregor Moe, #802 – Best of Show
- 2nd: Pecan Run Trestle – David Lowell

Off-Line Structure:

Popular vote:

- 1st: Old Wind Mill – David Lowell
- 2nd: Flat Bed with Logs – Malcom Moffat
- 3rd: New Wind Mill – David Lowell

Diorama:

Popular vote:

- 1st: Hovanna CoalDock A – David Lowell
- 2nd: Box Car – Dan Knipp

Judged:

- 1st: Hovanna CoalDock A – David Lowell #1001

Whole Train:

Popular vote:

- 1st: C&IM Coal Train 1933 – David Lowell
- 2nd: Hiawatha – Greg Gramlich
- 3rd: Cut of Pigs – John Carty

Model Photo:

Popular vote:

- 1st: N Scale Yard Work – Fred Houska
- 2nd: Country Store – David Lowell
- 3rd: Extra 60 South – David Lowell

Pass:

Popular vote:

- 1st: C&IM Pass – David Lowell

Model Photo:

Popular vote:

- 1st: UP Prototype – Fred Houska,
- 2nd: 1522 – Jon Marx
- 3rd: Live Steam – Richard Schumacher

Division Minutes*by Gregor Moe***Meeting Minutes for October 16, 2017****Officers Present****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: Gregor Moe presented his clinic on Terraforming or how to create the land part or your scenery.

Business Meeting:

Superintendent Jim Ables called the meeting to order. There were 31 members and 5 guests present.

Minutes of Previous Month's Meeting

Minutes from the September 2017 meeting were available for review prior to the meeting start. Minutes were approved as corrected.

Treasurer's Report

Rich Velten presented the September 2017 paymasters report. The opening June balance was \$19,995.33. During the month we had total receipts of \$40.18 and expenses of \$54.15. Our closing balance was \$19,981.36.

Merchandise Report

Rich Velten had the wheel sets for sale. Also on hand are NMRA standards gauges.

RPO Report

John Carty set 1 Jan 2018 for the winter RPO dead line.

Directors Report

Jon Marx reported hadn't gotten the report yet. He asked if anyone was interested in buying region shirts.

Achievement Program (AP) Report

No report.

Publicity Chair Report

Don Ayres asked for volunteers to work the Great American show Nov 25 and 26.

Outside Activities Report

Ron Gawedzinski reported on the trip to the Arbor way T.T. northwestern miniature railroad and Iron spike model railroad museum 51 members took the trip and liked it.

Old Business

The 2020 convention John Schindler gave the dates for the convention as July 12-18 2020. They are looking for layouts for the tours.

The Model Railroading 101 committee bought the starter set. They still have some items to buy.

The fall meet is looking for volunteers for set up, manning the show, and tear down.

The holiday party will be 20 Nov and cost will be \$18.50 it will start and 6:30 PM.

Election committee had no new candidates for office.

New Business

Jim asked for local clubs to get information on the clubs and he will include the clubs in the next emailing.

Upcoming clinics: next month's clinic will be Bill Linson's train trip photos.

December clinic will be a member's swap meet.

Drawings

50/50 winner: Bob Gibson

Mark Twain Gift Card winner: Dave Lyon

Meeting adjourned.

Respectfully Submitted,

Gregor Moe,

Clerk, Gateway Division

Meeting Minutes for December 16, 2017

Officers Present

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 bring and brag and a members swap meet.

Business Meeting:

Superintendent Jim Ables called the meeting to order. There were 21 members. Two guests Joshua Marine and Randall Coltor.

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 2017 paymasters reports. The opening balance was October \$19,981.36. During the month we had total receipts of \$607.16 and expenses of \$5900. Our closing balance was \$20,529.52. The November opening balance was \$20,529.52. During the month we had receipts of 4,423.50 and expenses of 4,751.60. The closing balance was 20,201.42 He explained that the big expenses were for the fall meet and the holiday party. We made \$1,491.25 on the fall meet there were 255 admissions.

Merchandise Report

Rich Velten reported we have a good supply of wheel sets on hand. Also on hand are NMRA standards gauges.

RPO Report

John has set 1 January 2018 as the deadline for the winter edition submissions.

Directors Report

Jon Marx was not present.

Achievement Program (AP) Report

John Carty and Jim Ables handed out certificates of achievement to David Lowell 3 Gregor Moe 1 John Carty 2.

Publicity Chair Report

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

Outside Activities Report

Ron Gawedzinski reported that the ATT and NW railroad in Steelville is closed for good.

Old Business

Jim thanked the election committee for their work. Sixty-eight votes were cast: Jim Ables 66 with one write in vote for John Schindler, Don Ayers 66, Richard Velten 67, Gregor Moe 67 with one write in for David Lowell.

A motion to destroy the ballots was made and seconded and passed.

Model Railroading 101 had 14 attendees two from the target audience the rest older folks looking to get started in model railroading. A discussion was held on ways to attract our targeted audience. Some suggestions were: Libraries, Boy Scout, civic activity centers, schools, 4H groups, parks and recreation centers.

The 2020 convention is still tabled.

New Business

Jim Ables announced that he has joined the 2020 convention limited liability group and will not take part in any discussions by the division on matters of the 2020 convention.

The bridge on the layout we take to shows was damaged at the last show. Phil Bronson agreed to fix the bridge as he has the molds for it.

Jim had the signup sheet for the Mark Twain Club discount for those interested.

Don Ayres put out a call for clinics for 2018.

Upcoming clinics: next month's clinic will be on

LEDs. February meeting will be at Brad Joseph's dealership

Drawings

50/50 winner: Carl Wessel

Gift Card winner: Hank Kraichely

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., January 27, 2018

Operating session on the Mexic Train Works Club layout, 11 a.m. to 3 p.m. Please confirm if planning to attend to patrickhiatte@gmail.com.

Sat. & Sun., January 27 & 28, 2018

Great Train Show, St. Charles Convention Center, 1 Convention Center Plaza, St. Charles, MO 63303, 10 a.m. to 4 p.m. Admission: Adult \$11 on Saturday for both days and \$10 on Sunday, kids under 11 are free.

Sat., February 10, 2018

Warrior Express Train Show, Fox High School, 751 Jeffco Blvd., Arnold, MO 63101, 10 a.m. to 3 p.m.

Admission \$3, children under 12 free.

Sat., February 17, 2018

Alton Train Show, Franklin Masonic Lodge, 1513 Washington Ave., Alton, IL 62002, 10 a.m. to 3 p.m. Admission \$3.

Mon., February 19, 2018

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

Sat., March 10, 2018

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

Fri., Sat. & Sun., March 16, 17, & 18, 2018

2018 Layout Design & Operations Weekend, Tulsa, OK, presented by the Indian Nations Division of the NMRA in conjunction with the LDSIG & OPSIG. For more information and to sign up please go to: (ldopsigmeet.tulsanmra.org)

Mon., March 19, 2018

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

Mon., April 16, 2018

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

Mon., May 21, 2018

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., June 9, 2018

5th Annual Train Show to benefit the American Heritage Railroad, Greensfelder Recreation Complex, Queeny Park, American Farm Heritage Museum, 1396 Museum Ave., Greenville, IL, Admission \$4, children under 12 free.

Mon., June 18, 2018

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

Sun. thru Sun., August 5 thru 12, 2018

NMRA National Convention and National Train Show, Kansas City, MO. For more information and to register go to www.kc2018.org.

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 Director
Jon W. Marx (Kathy)



Division Officers

Superintendent

Jimmy D. Ables

Assistant Superintendent

Don Ayres

Clerk (Secretary)

Gregor Moe (Bonnie)

Paymaster (Treasurer)

Richard (Rich) M. Velten (Marilyn)