



RPO

Summer 2018: Volume 26, Number 2

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Editor: John Carty

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

Submission deadlines:

Spring: April 1
Summer: July 1
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Winter: January 1

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On the Cover

photo by Ron Gawedzinski

Interior of a sleeping compartment taken during the joint Gateway Division/St.Louis Chapter of the NRHS tour of Gateway Rail Services.

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Superintendent's Desk

by Jim Ables

Hi everyone, I probably don't need to tell you summer has arrived. Thankfully the AC is working well. The electric bill, well let's not talk about that. For those sun lovers I suspect you're not doing a lot of modeling right now. As for me I've moved to the basement where it's cool and have actually been getting some work done.

We've had some really great clinics this past quarter and I'd like to thank all the clinicians. We've got one clinic lined up for July and then nothing. Don Ayres came up with an idea for those of you that don't have an hour's worth of material but could take 10 to 15 minutes to discuss or demonstrate modeling techniques or talk about things you've discovered. We'll combine several shorter presentations to create a clinic.

Please contact Don if you've got something (ayresd1@charter.net).

The NMRA convention is 5-10 August and the National Train Show runs 10-12 August in Kansas City. I'll be going so look for me if you attend. Also coming up is the Railroad Prototype Modelers meet at the Collinsville Convention Center, 20-21 July and the Great Train Show at the Belleville Fair Grounds on 28 and 29 July. We need volunteers to work our table at the Great Train Show so if you'd like to help out contact Don (ayresd1@charter.net).

I know it's early, but the Fall Meet is coming up on November 3rd. We could use some help getting ready. If you'd like to help please contact me (jim.d.ables@gmail.com) or Rich Velten (modeltrainnut@gmail.com).

As always, I'd like to give a shout out to the incredible volunteers we have. To those of you that donate your time and expertise to the Division I offer my sincere thanks. The Division would not work without your support.

Well that's it for this quarter. Have a great summer and don't forget to do some modeling.

Warmest regards

Jim

Under the Wire

by John Carty, Editor

Happy Summer, the ever-shrinking season. The kids return to school the middle of August.

For those wondering where I have been, Softball season just ended (with a championship for the ten-year-old). T-ball season has also ended.

Unfortunately, band camp begins followed closely by school and all the activities occurring during the school year.

Needless to say, with all these family activities, not to mention having a daughter who is two, modeling time feels the squeeze. I need to get more creative with time management, but keep falling short. The clock and calendar stubbornly persist in their march forward, resisting all of my entreaties. Even the last few issues of this publication has been tardy.

I hope to send entries to the National contest, but time will tell. (P.S. ran out of time to get everything together)

I need to get cracking on models for the Fall Meet Contest. Hopefully, I can complete new projects for this year. If not, I guess I will be judging. Please share your modeling and photographic efforts with the rest of the Gateway Division.

We need more submissions to the RPO. Trip tics, activity reports, photo essays, modeling articles, and prototype articles are all welcome. Please consider contributing to your Divisions periodical.

John

Director's Reflections

By Jon Marx

I just got a reminder from John that my column is due. I hope this writing goes better than my recent attempt. My hand hits buttons on my computer and everything disappears. I have never acquired the habit of saving as I go. Then I sit here wondering What happened?? That and some letters fail to appear. So much for computers being "smart." Now, can I remember what the pearls of Wisdom were in the writing that disappeared? Here goes.

We are getting into the political season. An election this year, in case you hadn't noticed. This is where two candidates

for any office each declares, "My opponent is a bum!" Turns out both are correct. The saddest part of the election process is the money spent trying to convince us that each candidate is less of a bum than their opponent. I should not, but I keep thinking what kind of model railroad empire some of that money could buy. I might be able to do the complete Nickel Plate System. The media are happy with all the ad revenue coming in. I wonder if newspapers could be given away during this period? With all this it is nice to have the refuge of model railroading to escape to when the noise gets overwhelming.

Mark your calendars for July 20 and 21 for the Prototype Event in Collinsville, co-sponsored by your Division. I always enjoy seeing the models displayed and gain some inspiration from the accomplishments of others. A couple of years ago someone brought a scale model of Eads Bridge. A bit mch for the bridge requirement for a CA for structures. There are clinics and vendors to visit. Some vendors demonstrate their products. Want to learn weathering techniques? There has been weathering demonstrations in the past. The event has, in the past, closed with the well-known door prize drawing. You can usually get drawn for something. I will be there to Promote the Nickel Plate Society as in the pst. I have attended these events since the first on in 2004 and have enjoyed them all. A friend of mine attended one a couple of years ago and told me he thought this event surpassed the one in Naperville. If you have models, in which you take pride, bring them for display.

I plan to have a table at the Division Fall event again this year. I urge members to bring models to display. If you don't want them considered for a Merit Award, enter it or them in the popular vote category. You might be surprised. We have some excellent modelers in this

Division. I would like to see them recognized. I entered a model in he popular vote contest a couple of years ago and placed. I did not want it evaluated for a Merit Award because it had a flaw. I took the advice of Phil Bonzon and built another, being more careful in assembly. The second one was awarded 100.5 points and a merit Award. It also placed third in the model contest behind my second-place gondola that earned 101.5 points. A third model was awarded an Honorable Mention. Three Merit Awards toward the eight needed for a Rolling Stock CA. See how easy it is? My Philosophy is that if I can do it, anyone can. Nothing like the sense of accomplishment we get.

Membership: Hank is trying to increase the membership of the organization. He welcomes ideas that we can implement. Like all organizations membership is dropping and we would like to reverse it. Here is a thought: When I was a trolley operator, several that I worked with commented about spending time with Grandchildren. Model railroading would be a good activity to share with Grandchildren. Gives them something to show for their time. And it teaches skills that can be useful later. Steven Priest of RMC said young folks are great for layout construction. They can get around under the benchwork better than we can. And they are willing to help. You can show them something we all know already: Model Railroading is Fun.

Jon

Tour of Gateway Rail Services, Inc., Madison, Illinois

by Ron Gawedzinski & Joe Obernuefemann

Saturday, April 29, 2018 was a nice day in Illinois. A group of 24 rail fans from the St. Louis Chapter NRHS, the Gateway Division NMRA and friends met at the Gateway Rail Services shops in Madison, Illinois.



Roger Verbeeren, President, Gateway Rail Services, gave us an extensive tour of the rebuild shop, fabrication shop, wheel shop and some private rail passenger cars. He explained the process of rebuilding, remodeling and maintaining private rail cars as well as specialty cars for major railroads. Skilled craftsmen meticulously restore the cars. He also explained how government and Amtrak regulations have an impact on these cars.





Roger also told us about the costs of certain jobs, regular maintenance and options the owners have in keeping their cars in passenger service.



After going through the three shops, we were free to roam the facilities, examining the fleet of some 140 old passenger and baggage cars on storage tracks and take pictures.





The tour made us aware that the cost of purchasing a passenger car is the least the owner will spend. Cost of maintaining and using the car runs very high.



We asked many questions and Roger was patient and informative with his answers. It was a nice surprise for us to be given the baseball caps with the company logo on them. The tour was a great success!

Thanks, Roger, for a Great Tour!



Chicago & Illinois Midland SD-18 #60

by David C. Lowell

Between April 1960 and March 1963, Electro Motive Division of General Motors (EMD) produced 54 six-axel SD-18s rated at 1,800 HP. Each one was powered by an EMD1 16-cylinder diesel engine. Some of the units had high short hood equipped with a steam generator (**FIG A-1 and A-2**)

and a few had a low, or chopped-nose, short hood without a steam generator (**FIG B-1 and B-2**).

The Chicago and Illinois Midland purchased two (2) of the low nose versions. They were number 60, delivered 12/61 (**FIG C**), and number 61, delivered 6/62 (builders #26668 and #27392 respectively). These two units joined the five SD-9s and six SW 1200s already on the property since the C&IM dieselized in the fall of 1955.

Unable to find any SD-18s or low nose SD-9s in HO scale I set out to make my own SD-18 via kit bashing. The SD-9s and SW 1200s that I'd already converted to C&IM livery were very straight forward re-painting jobs and decals. However, for this project, which was to produce a low nose SD-18, a little more work was required. The first part of this project was to figure out what readily available resources could be used as the base for this conversion. Not only was the C&IM's version of the SD-18s the rarer of the two types, the low short hood model, they also lacked the dynamic brake option; therefore, they



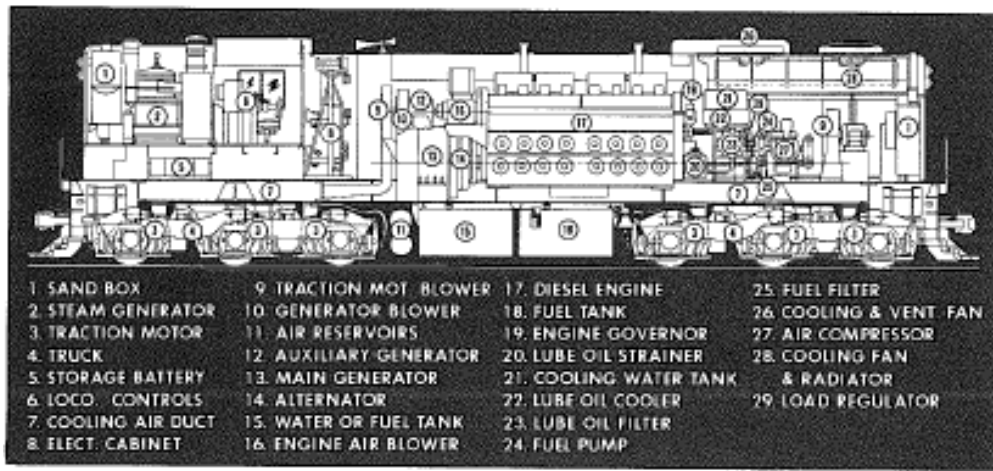
General Motors Model SD18 Locomotive

FIG A-1. From EMD SD-18 Operator's Manual (above)
FIG B-1. From EMD SD-18 Operator's Manual (below)



General Motors Model SD18 Locomotive

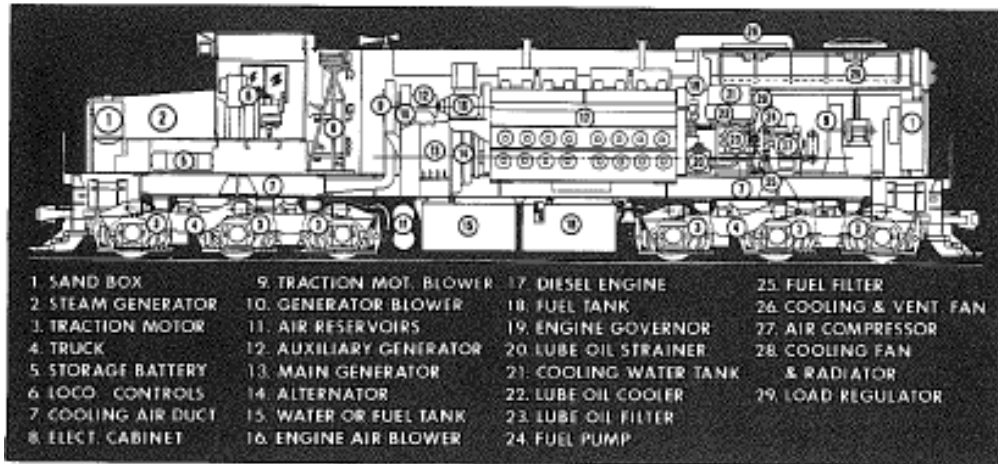
did not have the accompanying blisters that housed the banks of resistors along the top edge of each side of the long hood.



General Arrangement Of Equipment
Fig. 1-1

FIG A-2. From EMD SD-18 Operator's Manual (above)

FIG B-2. From EMD Operator's Manual (below)



General Arrangement Of Equipment
Fig. 1-1

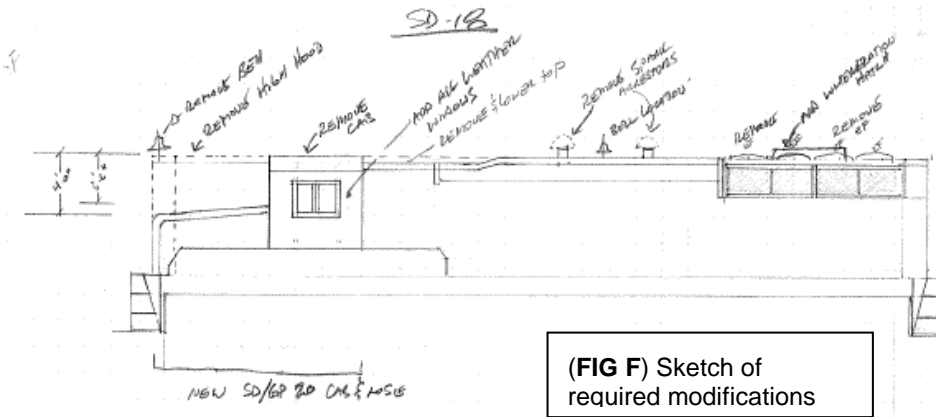
The SD-18 and its predecessor, the SD-9, were virtually identical in their car bodies. Thus, after some research it became apparent to me that this project would entail the melding of the long hood portion of a non-dynamic brake equipped SD-9 and the cab

and nose of a GEEP 20. The key detail to this SD-18 project was the low nose and full vison cab. I started with a Proto 2000 SD-9, sans dynamic brake blisters, (**FIG D**) acquired new. To the SD-9 I spliced on the cab and low nose from a Tyco GEEP 20 (**FIG E**) which I obtained on the cheap at a swap meet. The modification seemed relatively straight forward based on the sketch I had made (**FIG F**).





(FIG E) Tyco GEEP 20.



(FIG F) Sketch of required modifications

I began the conversion by removing the shell from its chassis and then stripping off all the details parts from the SD-9. This included the spark arrestors on the exhaust stacks, the long hood piping, the four fans, the lifting rings, antenna, bell, handrails, cab steps, couplers, footboards, grabs, air hoses and, of course, the cab and low nose. Once these had all been removed they were set aside. The shell was then put into a 95% Isopropyl alcohol bath to strip the paint.

I have tried at least a dozen commercial strippers available through hobby outlets, and several products from the hardware store. For odor, ease of disposal of the used solution, toxicity and the least damaging effects to the plastic I have settled on 95% Isopropyl alcohol as my preferred paint stripping agent. It may take a little longer than some of the "hotter" chemical strippers, but I feel the additional time required far

outweighs the disadvantages. Damaged plastic, popped brain cells and the loud inquiries from the executive offices one floor up wanting to know, "What is that god-awful smell?" all contributed to my decision to convert to rubbing alcohol.

I typically start out the paint stripping process with at least a one-half hour soak of the shell in the isopropyl alcohol followed by a vigorous scrub with a toothbrush. I would suggest a separate one from the one you use for your personal hygiene routine. The synthetic bristles of the toothbrush are firm enough to dislodge the paint on the various uneven surfaces of the model without scratching the plastic or marring cast-on details. One or two supplemental soakings in the 15-minute duration range may also be required. A little elbow grease in the crags and corners with the toothbrush or a tooth pick to get the last bits of paint to come off will probably be necessary. A toothpick is preferred over a metal tool to minimize damage to the plastic. Overall, I find this method to be the best solution for me. Even though the alcohol is less caustic than the chemical strippers, you should still follow best practices when engaging in this process by wearing rubber gloves, eye protection and working in an adequately ventilated space.

Once simple disassembly was complete it was time to start the modifications. I started with the cabectomy; cutting the cab and low nose away from the unneeded part of Tyco shell. I used a combination of an X-acto saw for the vertical cut behind the cab and a sharp X-Acto knife blade around the base of the nose.

On the prototype SD-18's long hood, from right behind the cab and along the top to about one quarter of the way toward the rear, is a slightly lower section of the long hood than the rest. At the rear end of this lower section there is a flared, or cowl-like, transition back up to the radiator fan area. To make the adjustment to the long hood on the model I cut along the existing scribes found right above the hood doors on either side of the carbody. I then sawed straight down at the rear end to free this U-shaped piece. I trimmed 3/32" of material off both legs of the "U" and reattached it back in place. Using Squadron Green Putty I built up the transition from the lower hood to the fan area. Also, while doing the putty work on the transition area, I filled in three of the four fan holes on the top of the long hood. The three I filled were the most forward of the fan openings. Prior to applying the putty I secured a piece of styrene to the underside to support the putty.



Most of the real work of this project was involved in joining the Tyco cab and low nose to the PROTO 2000 shell. Not only did I have to get the two shell pieces to align smoothly together I also determined I had to modify the front weight of the chassis that resides under the low nose. This was to allow the sloped nose room to settle down into position. This required filing the weight down slightly until it

sloped downward from nothing at the cab to about 3/32" at the nose. I also had to extend the height of the Tyco low nose by adding a strip from the bottom of the discarded SD-9 tall short hood to the bottom edge of the Tyco nose. I test fit it and sanded and trimmed it until it fit snugly into the SD-9 shell. I then glued a couple of small styrene tabs onto the inside of the PROTO 2000 shell base, set the new nose in place and applied glue to secure it. I then sanded off the nose headlight and puttied it back smooth. The lower joint along the edge of the hood to the walkways also needed some gap filling and sanding to make it seamless.



(FIG H) Color

Once the nose was set in place it was time to final fit the cab. This required multiple attempts with a bit of sanding in-between each try until the cab sat down tightly over its companion nosepiece and matched up tightly to the side battery boxes. There was a small gap between the back of the cab and the long hood. I filled this in with some

strip styrene stock material and sanded it flush with the back plane of the cab until it was tight against the long hood on both sides and the top.



(FIG I) Decals & Handrails.
Note the new fan arrangement

Unfortunately, none of the glass was in the GEEP 20 Cab when I purchased it second hand. This meant I had to make all new glass for the cab window openings. I started by measuring all the window openings and then I cut some clear styrene sheet stock just slightly larger than each opening. I then filed and test fit each window until they slipped into place. Then, after all the painting was complete, I used Model Master clear window cement to affix them in place. I also reinstalled one of the fans into its original rearmost locations. After that I added a winterization cover over the location where the forward fan would now be located.

At this point the shell was ready for a primer coat of paint (**FIG G**). Once the primer coat was completed I checked all the fills and touched up a few rough spots and nicks. After touching up the primer, the unit got a nice new coat of C&M green (**FIG H**). After the color coat had cured for a few days, I then shot it with some gloss clear and decaled the unit (**FIG I**). Once the decals had been applied and snugged down with Solv-Set they got a couple coats of flat clear to seal them down and protect the color finish.



With the heavy lifting pretty well done it was now time to reattach the handrails (**FIG I and J**), couplers, footboards, air hoses and grabs. I also added all weather windows on the cab sides and touched up the paint on all the detail parts. I then painted the handrails, grabs, ladders, and coupler lift bars orange and the underframe black. The underframe painting included some dust and road grime as well as a representation of fuel spillage streaked on the tanks below the fill caps. For a final touch prior to closing up the shell on the frame, I replaced the incandescent lamps for the headlights that came with the Proto 2000 unit with new LEDs from Evan Designs. The last challenge was to assemble, attach and then paint the external fuel filters and piping along the sides of the unit just in front of the fuel tanks. Each one was composed of three small pieces that all had to align just right.

As with every project there were a few lessons learned which will be applied to the next project. In the meantime, #60 is now in revenue service (**FIG K**). That'll do.



(FIG K) In revenue service

AP Certificates Awarded



Jim Ables receives his Volunteer Certificate.



David Lowell
receives his
Chief
Dispatcher
Certificate



John Carty
receives his
Volunteer
Certificate

Upcoming Continental Fabricators Tour

Special Announcement

Arrangements have been made to have a Joint Group Gateway Division NMRA and St. Louis Chapter NRHS tour of the Continental Fabricators, 5601 West Park Ave., St. Louis, Missouri, on Saturday, September 15, 2018, 9:30 AM – 11:30 AM.

A great way to welcome early Fall by touring Continental Fabricator's fabrication shop. Continental fabricates pressure vessels, towers, drums, etc. They also have **special expertise in fabricating, restoring and rehabbing steam locomotive boilers**. Presently, they are producing a new pressure vessel, a 3 ½ course boiler, and smoke box of Pennsylvania Railroad T1 No. 5550 4-4-4-4 steam locomotive, a new boiler for Mid-Continent Railway Museum former Chicago & NorthWestern No. 1385 4-6-0, restoring boiler for U.S. Sugar Co. 4-6-2 No. 148, restoring boiler for Grapevine Tourist RR No. 1344, restoring boiler for Nickel Plate RR 2-8-4 No. 765 and restoring miniature boiler for Wabash, Frisco and Pacific RR.

Attendance is limited to just 30 people! Mark your calendar and set the time aside.

Safety Requirements: Continental Fabricators operate their shop 24/7, 3 shifts per day. This will be our 1st Tour of a Fabrication Shop under Actual Working Conditions! Safety is paramount!

- Good pair of walking shoes. No need for safety shoes. No open-toed shoes.
- Regular eyeglasses with safety lens are acceptable; otherwise, safety goggles (bring your own).
- No tank tops. No hard hats required.
- Earplugs are suggested as arc welding and other fabrication machinery can get loud. If you don't have them they can be provided.
- **ADA accessibility** – None, as shop floor is rough and uneven. Floor neither wheelchair nor walker friendly.

More information will be coming later as to directions, parking, etc.

Sign-up sheets will be available at upcoming meetings or you may contact Ron Gawedzinski, rwgawed@yahoo.com, and telephone 314-846-5559.

Division Minutes

by Gregor Moe

Meeting Minutes for April 16, 2018

Superintendent: Jim Ables,
Superintendent
Assistant Superintendent: Don Ayres
Paymaster: Richard Velten
Clerk: Gregor Moe
MCoR Director: Jon Marx
Activity Coordinator: Ron Gawedzinski
Publicity Chairman: Don Ayres
Membership Chairman: Bill Linson
AP Chairman: John Carty
Contest Chairman: Tim Stout

Clinic:

Division member Thomas Ose will presented "Arduino and Model Railroading." Arduinos are inexpensive, small computers that have many different applications in model railroading. This session will be an introduction on what an Arduino is and why we as modelers care to use them. Future sessions will focus on Arduinos for automation, DCC control, and lighting and how to make it all happen.

Business Meeting:

Superintendent Jim Ables called the meeting to order. There were 27 members present. There were also 3 guests Michael Remijan, Dennis Kettler and Randall Colton.

Minutes of Previous Month's Meeting

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

Treasurer's Report

Rich Velten presented the January 2018 paymasters report. The opening balance was \$20,003.53 during the month we had receipts of \$97.02 and expenses of \$570.91 mostly for the printing and mailing of the directory. The closing balance was \$19,529.64. The ending balance was \$20,003.53. The treasurer's report was approved.

Merchandise Report

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

RPO Report

No report.

Directors Report

Jon Marx reported that the membership report had been sent to officers. He also received material from national to use at or train show

booth.

Achievement Program (AP) Report

David Lowell received his Dispatchers certificate.

Publicity Chair Report

Don said the next train show will be in July.

Outside Activities Report

Jim reported that there are 5 spaces left for the gateway rail tour.

Old Business

The 2020 convention is still tabled.

Jim thanked Dale Dewitt and bill Linson for their work on the directory.

Jim talked about the need to rebuild the display layout.

New Business

There was discussion on the possibility of charging for hobby shops being charged to be in the directory and ways to distribute the directory and the legal problems.

Bill Wiese made a motion to send a \$100.00 donation to the NMRA for the library at the California railroad museum Dave Roeder seconded the motion. The motion passed.

Announcements

Grant line is going out of business in May.

Upcoming clinic

There is no clinic yet for may.

Drawings

50/50 winner: Willie Richter

Gift Card winner: Jon Marx

Meeting adjourned.

Respectfully Submitted,

Gregor Moe,
Clerk, Gateway Division

Meeting Minutes for May 21, 2018

Superintendent: Jim Ables,
Superintendent

Assistant Superintendent: Don Ayres

Paymaster: Richard Velten

Clerk: Gregor Moe

MCoR Director: Jon Marx

Activity Coordinator: Ron Gawedzinski

Publicity Chairman: Don Ayres

Membership Chairman: Bill Linson

AP Chairman: John Carty

Contest Chairman: Tim Stout

Clinic:

Dave Roeder MMR presented his techniques of prototype modeling railroad, vehicle,

structure, WWII tank, and dune buggy models. This includes a mix of kits, kit bashed models, and scratch-built structures, and other models and drawings he created for NMRA competition. Techniques discussed include photographing and measuring structures, creating drawings, and styrene construction.

Business Meeting:

Superintendent Jim Ables called the meeting to order. There were 28 members present. There were also 2 guests Chris Downs and Paul Hayden.

Minutes of Previous Month's Meeting

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

Treasurer's Report

Rich Velten's paymasters report was attached to the minutes and read by Jim Ables. The opening balance was \$19,529.64 during the month we had receipts of \$84.79 and expenses of \$136.50 mostly for the donation to NMRA library. The closing balance was \$19,477.93. The report was approved.

Merchandise Report

Rich Velten was not present.

RPO Report

No report.

Directors Report

Jon Marx had no report.

Achievement Program (AP) Report

Jim Ables received his volunteer certificate.

Publicity Chair Report

Don said the next train show will be in July.

Outside Activities Report

No report.

Old Business

The 2020 convention is still tabled.

Model railroading 101 is still tabled.

Jim tabled the rebuilding the display layout.

New Business

June 2nd the first annual train days in Desoto, Mo.

June 2-3 Farmington days in Farmington, Mo.

Announcements

Grant line is going out of business in May.

Upcoming clinic

There is no clinic yet for June.

Drawings

50/50 winner: No drawing

Gift Card winner: Chris Oestreich

Meeting adjourned. Fastest meeting yet 11 minutes.

Respectfully Submitted,

Gregor Moe,

Clerk, Gateway Division

Meeting Minutes for June 18, 2018

Superintendent: Jim Ables,

Superintendent

Assistant Superintendent: Don Ayres

Paymaster: Richard Velten

Clerk: Gregor Moe

MCoR Director: Jon Marx

Activity Coordinator: Ron Gawedzinski

Publicity Chairman: Don Ayres

Membership Chairman: Bill Linson

AP Chairman: John Carty

Contest Chairman: Tim Stout

Clinic:

The Loon Lake Railway & Navigation Co. Pete Smith took us on a photographic tour of his layout while discussing the design concept and some of the modeling techniques he used.

Business Meeting:

Superintendent Jim Ables called the meeting to order. There were 21 members present. There was one visitor Randall Colton.

Minutes of Previous Month's Meeting

Minutes from the May meeting were available for review prior to the meeting start. Minutes were approved.

Treasurer's Report

Rich Velten's paymasters report was attached to the minutes and read by Jim Ables. The opening balance was \$19,477.93 during the month we had receipts of \$45.02 and expenses of \$87.92 mostly for rent. The closing balance was \$19,435.03. The report was approved.

Merchandise Report

Rich Velten was not present. Jim Ables stated that the wheel sets are getting low and thought of ordering more are in works.

RPO Report

Cut off for the July issue is one July. Articles are needed for the RPO.

Directors Report

Jon Marx had no report.

Achievement Program (AP) Report

No report.

Publicity Chair Report

Don said the next train shows will be the RPM Meet and the train show in Belleville in July. Need volunteers for working the Belleville show.

Outside Activities Report

No report.

Old Business

The 2020 convention is still tabled.

Model railroading 101 is still tabled.

The rebuilding the display layout is tabled.

New Business

Looking for Volunteers to finish Phil Bonzon's layout.

Announcements

Grant line Has been bought and will be moving to Denver .

Upcoming clinic

Dave Lowell will explain his method for decaling.

Drawings

50/50 winner: Pete smith

Gift Card winner: Bill linson

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., September 8, 2018

Boeing Employees Railroad Club Railroad Swap Meet, Greensfelder Recreation Complex, Queeny Park, 550 Weidman Rd., St. Louis, MO, 63011, 10 am to 3 pm, Admission \$3, children under 12 free.

Sat. & Sun., September 15 & 16, 2018

Decatur Train Fair, Decatur Civic Center, 1 Gary K. Anderson Plaza, Decatur, IL 62523, 10 am to 4 pm Saturday, 10 am to 3 pm Sunday, Admission \$5, children 12 and under free.

Mon., September 17, 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. & Sun., October 6 & 7, 2018

Train Show & Swap Meet, Rebecca Boone Elementary School Gymnasium, 836 South St., Truesdale, MO 63380, 10 am to 4 pm, Admission \$5, children under 12 free.

Mon., October 15, 2018

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

Sat. & Sun., October 13 & 14, 2018

28th Annual Greater St. Louis Metro Area Train Show, Kirkwood Community Center, 111 S. Geyer. Kirkwood, MO 63122, 10 am to 4

pm Saturday, 10 am to 3 pm
Sunday, Admission \$7, children and
students with ID are free.

Sat., November 3, 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.*

Mon., November 19, 2018

Gateway Division Holiday Party,
Details to be announced.

Mon., December 17, 2018

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

Mon., January 21, 2019

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., February 18, 2019

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

Mon., March 18, 2019

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 15, 2019

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

Sun. through Sat., July 12-18, 2020

**Gateway 2020, the 2020 NMRA
National Convention**, America's
Center, St. Louis, MO.

info@gateway2020.org

Registration is open at

<http://gateway2020.org/store/>

We are currently looking for layouts
that would like to be included in the
Gateway 2020 Convention.

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)



Gateway 2020

The 2020 NMRA National Convention will be held July 12-18 in St. Louis, Missouri



If you would like your layout included in the Gateway 2020 Convention Please email us at: info@gateway2020.org.



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



Model Train Meet

Saturday, November 3, 2018

9 am – 3 pm

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

Activities

- Model Railroad layout displays
(HO, Lionel, N and Z)
- Clinics
- Model Railroad Vendors
- Swap Tables
- Model Contest
(Popular vote/Merit judging)
- Layout Tours in the evening
- Door Prizes

Admission \$7.00, children under 12 free

For information or to display your layout contact
Rich Velten, 636-391-0643 or rmvelten@swbell.net

www.gatewaynmra.org