

# RPO

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## On The Cover

*photo by Richard Schumacher*

Part of the tour of Continental Fabricators conducted by the Gateway Division and the St. Louis Chapter of the NRHS. Article begins on page .

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## Superintendent's

### Desk

*by Willie Richter*

I would like to start 2019 by introducing myself. My name is Willie Richter and I am and excited to be the new Superintendent. I haven't written a column for any publication since I was on my High School newspaper staff in the 80's so please excuse any mistakes. I grew up in West Alton, Missouri. I know what you are thinking, but West Alton really is in Missouri. West Alton is located between the Missouri and Mississippi Rivers from the confluence to the BNSF spur at the Ameren Sioux Power Plant. For my day job I work for the Orchard Farm School District in the Technology Department. I am also the Mayor of West Alton and I sit on a few other boards.

Like many fellow model railroaders, my adventure began with a Lionel train set.

Two of my most vivid memories of that set are: burning a hole in the carpet and my cousin taking it up to full throttle and crashing it into the wall. My Lionel adventure ended with that crash. A year or two later I received a Tyco Chattanooga diesel set and HO became my standard. I lost my layout during the Great Flood of 1993, and took a break from the hobby until around 2007. My girlfriend, now fiancé, had a stroke before Christmas that year. She was still recovering and had trouble talking and just understanding things. She wanted to get me a Christmas present that would knock my socks off so she had me drive her to Mark Twain Hobby. I stayed in the truck and she went inside with a notepad and wrote down what she wanted to get me. She came back with the present in a bag. On Christmas Day, I opened my gift and found that she bought me the Woodland Scenics Grand Valley Track Pack. I was excited that my railroad adventure was getting back on track. I looked over at her and she was crying. She thought everything in the picture on the box was going to be in the box. Over the next 2 weeks I acquired all the pieces for the entire layout and started putting it together. She couldn't believe the size of all the boxes it took to build that layout. Now we can look back and laugh about it. The track plan has been reworked a little but it is still part of my layout. The next year I was switching jobs and looking for a way to stay in touch with my friend Charles Marshall from work. Charles was a railroader with no place to build a layout and I had the room. I teamed up with Charles and began building the West Alton and Belleville freelanced railroad. It has expanded a few times over the years and now it is around 24'x24' and occupies most of my basement.

I discovered the Gateway Division at the Collinsville train show a few years back. I tried my hand at the Switching layout and talked to the guys in the booth. I didn't know the Gateway NMRA even existed. It has been great getting to meet a whole group of people with a common interest and tons of knowledge. I enjoy the meeting and especially the clinics. They are great sources of inspiration. I encourage everyone to think about presenting. You can show off that special trick or technique to the group. Presentations can be hands on when possible or a slide show with photos, videos and handouts. A virtual layout tour is also a great idea. If you would like to present let us know.

I was looking over the webpage and noticed that the club has built 15 layouts over the years. That is an amazing feat. Maybe we can look into starting a new project railroad. At the December meeting, the idea of doing some sort of module-based layout that we could assemble and operate at the Fall Meet was brought up. I immediately thought of the T-Trak Group Project that Model Railroader Video Plus built. Each person was given a module to finish. Then they assembled the modules and ran the layout. It looked like a lot of fun. Maybe this is something we are can do as a group. This is something we can discuss for the future.

I want to finish by saying Thank You to all of those board members that came before me. I look forward to your advice and assistance, as I get familiar with my new role. Without your service, the Division would not be what it is today. I also want to say Thank You to all the members and encourage you to participate if you can. Attend a meeting, volunteer at an event, display your work at the fall meet, write an article for the RPO, host an open house, or some other way that you can think of to help

spread the joy of model railroading to others. That conversation you have may be the spark that helps draw another person into our hobby and our Division.

Willie Richter, Superintendent

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## Under the Wire

*by John Carty, Editor*

Obviously, you are receiving this issue late. OK, really late: it is May. For this, I apologize. I intend to send out the Spring edition before the end of May. Hopefully the stars will align. No excuses, I simply have dropped the ball.

As most of you know, Amy and I have enough children to form our own soccer team. I have over the years managed to squeeze out time for outside activities and hobbies. Since the Fall Meet, however, reality has handed me my lunch: my wife and children come first. Many things, therefore, have been deferred in the last 6 months.

I am trying to compile the final results of the Fall Meet Contest. I am no longer the chairman, but somehow ended up trying to piece things back together. Since I did not prepare to handle this, things have been rough. To this end, I need a volunteer to step up and man the helm of the Contest for this year and hopefully beyond.

The passing of Tim Stout reminded me of my uncle's passing some twenty years ago. My uncle greatly influenced my interest in trains and model railroading. He planned to build a layout. He drew his plans, amassed track, motive power, rolling stock, buildings, and scenic supplies. When the time came to start construction, he was diagnosed with cancer.

Friends built the layout he designed. He created a railfanning showcase with

which to present his collection of Wabash and Norfolk & Western motive power. By the time it was operational, however, he was losing his battle with cancer. Hospice entered the picture sooner than any of the family expected.

He never really got the opportunity to enjoy running his pike, much less the joys of constructing and adding scenery. He passed within a year of his diagnosis.

The only consolation I received during the period he received hospice was weekly visits I enjoyed before his passing after the diagnosis. He started as a switchman then, because he could type, operator for the Wabash, then worked his way through the ranks into management for the Norfolk and Western, and retired from Norfolk Southern. During our visits he passed on a great deal of knowledge, not to mention the stories experienced over his career in St. Louis and Roanoke. I only wish I had managed to make the time to visit sooner. I need to find my notes from those visits so that I can put the stories on paper to preserve them.

I gleaned one key lesson from him, however: if you love something make time for it while you can, but people come first. When the opportunity came around, I began constructing my own layout. I anticipated it requiring five years to complete. It is still five years from completion nearly twenty years later.

The busyness of life has my modeling efforts on hold; but with my sweet little three-year-old loving trains, hopefully I can get things going again. At the least I hope to help the kids assemble kits from my sizable inventory. They get the simple ones while I can work on the more complicated endeavors. This also allows me to experiment with modeling and finishing techniques so as to increase my arsenal of tricks which

allow me to create unique structures and rolling stock.

Until next issue (sooner than later, I hope), stay on track.

John

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## Director's Reflections

*By Jon Marx and David Lowell*

One of the key hallmarks of this great experiment in democracy in which we are fortunate enough to live is the peaceful transition of power regardless of the circumstances of the country or the world when terms come to an end. Such has been the case during the tenuous early days of the Republic, the Civil War, world wars and even in today's tumultuous times. Well, rest assure that by the time you read this The Gateway Division of the NMRA will have followed this model to peacefully transferred power from the previous officers to the new as well at the monthly meeting at the O'Fallon Illinois VFW post on 12/17/19.

*Out with the old*

*The Division Officer Corps is about to change as a result of the recent election. Congratulations to the election winners. David Lowell has been elected to replace me as Division Director, an excellent choice, in my opinion.*

*Because the new slate of officers does not assume their duties until the close of the meeting on December 10 and I am writing this before that date, I thought I would offer some parting remarks.*

*The January, 2019, issue of Model Railroader is a celebration of its 85<sup>th</sup> year and they cover some of the changes in the hobby during that time. If the benefits of joining and supporting the NMRA could be summed up in one word, it would be interoperability. The*

*standards devised by the NMRA over the years, and their adoption by manufacturers ensure that modelers can purchase kits and models from different manufacturers and be able to use the on products from other manufacturers. Al Kalmbach's train is featured. Looks crude by today's standard, but was state of the art in its time.*

*Couplers: The X2F, hook and horn coupler is mentioned. In this case the manufacturer took the drawing from the NMRA Standard Sheet and literally created the product. Fortunately, Kadee was not far behind. Not easy to get an operating coupler that looks prototypical in small scales.*

*There is also an article on the Big Bend Club, celebrating its 80<sup>th</sup> year. Happy Birthday!!*

*As this is my swan song, so to speak, I don't want to take up too much space, so I will close by saying "Thank You" to the Division for allowing me to serve. Looking forward to seeing you at the next meeting.*

Jon Marx

Director

In with the new

Without question a special thanks is in order to the outgoing officers: Jimmy Ables, Don Ayers, Rich Velten, Gregor Moe and Jon Marx for their previous terms of service to the Division. I would encourage each of you to take a minute the next time you see one of them to express your gratitude to them personally for all they have done, because they have done a lot. I also think appreciation is to be duly noted for all the members who put their names forward to volunteer their time and acumen for the benefit of the Division, regardless of whether they were selected for office or not. This is the type of participation that makes the Division active and vibrant. Like all organizations

we are only as strong as our participation. To that end I encourage each of you to support this new group of officers: Superintendent Willie Richter, Asst. Superintendent Dan Knipp, Paymaster Rich Velten and Clerk Greg Moe throughout their upcoming term in any way you can. Whatever you can offer matters, regardless of how small or large you think it may be. Keep in mind you will reap what you sow in an organization like the NMRA.

This is an important time for the Division with the upcoming NMRA national convention to be held here in St. Lois in 2020. The outgoing officers have turned over an active, financially healthy and well-functioning Division to the next group. We, as the Division, need to rally around this new crew of officers so that they can provide tangible resources to the Convention Organizing Committee to help insure the convention's success. Start thinking about what you can volunteer to do for the 2020 convention.

Additionally, we have a need to replace some special committee chairmen in the Division. Rich Velten has worked hard for several years to bring us many successful Fall Meets. He now needs an apprentice to start taking over. Brian Post has done the same in selling tables for the Fall Meet and is also ready for someone else to step up. I encourage each of you, or a pair of any of you to step forward as co-chairman, to take on one of these tasks. I know both Rich and Brian will be happy to coach you through it. You can also volunteer to man the NMRA table at train shows or put on a clinic at a meeting. The NMRA is about sharing modeling and train related hobby information. I want to hear from all of you and learn about what you know in the vast hobbyshere that we all participate in. Even if it is not a subject that I actively pursue I enjoy seeing what others are doing and I bet a lot of other members do too. Train

spotting, hobby tips, technical presentations or historical summaries to name a few are all great ideas that can be put on by you or perhaps you have a friend or acquaintance who can present. If we all participate just a little it will add up and it will support the new officers.

In closing, a special tip of the cap to outgoing Director Jon Marx for his encouragement, support and shared wisdom with me on this position. In gratitude to him I will continue his tradition of providing some quarterly remarks just as he has done. The new operating officers will of course lead the Division and are always accessible to you. And I will always be available as well to receive any comments or suggestions you may have that need to be directed to the regional officers. You can reach me at

[LowellCoMotive@gmail.com](mailto:LowellCoMotive@gmail.com)

I hope that you all had a truly happy holiday season in whatever manner that you choose to celebrate them. And I look forward on reporting back to the Division at large after having had the privilege of representing you all at the mid-year board meeting on January 5, 2019 in Kansas City, until then.

Happy Rails

David C. Lowell

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## In Memorium

*by Jim Ables*



Former Gateway Division Superintendent Tim Stout passed away December 19<sup>th</sup>, 2018. Tim was an active member of the Division, serving as Superintendent from 2013 to 2015 and most recently as Contest chairman.

Tim had a great love of model trains, in addition to being a member of the Gateway Division and NMRA, Tim was a member of the Litchfield Train Group. In High School and College he ran track. Tim was an avid water skier, bowled in the Litchfield bowling league and loved his dogs.

Tim earned an engineering degree from Milikin University in 1989 and worked at Bun-O-Matic in Springfield, IL at the time of his death.

Tim leaves behind his wife of 26 years, Brenda Marie Masters-Stout // Parents Samuel and Patricia Stout of Decatur, IL // Sister, Nicole Stout of Decatur, IL

I'd like to extend my thanks to all the Gateway Division members who attended Tim's visitation and funeral service.

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## Hanging Out on the Royal Gorge Route

*by David C. Lowell*

Even in all the endless fun that is the hobby railroading-sphere, we occasionally run into the reality of the real world. Alas, sometimes this can result in circumstances less than euphoric. But sometimes an alternative presents itself with the opportunity to make great lemonade out of lemons. One such instance of this occurred in the spring of 2018.

One of the adventures on my bucket list was to ride the Cog Railway to the top of Pikes Peak. This would also bring my summit total to two as I had already climbed a 12,441-foot

mountain in my youth. So, I was ready to attempt an even higher one, utilizing, of course, the wisdom gained with age; to get hauled up the mountain rather than climbing it.

My tale of the Royal Gorge line starts with the planning of our spring vacation in 2018 when my wife and I decided to go to Colorado to ride the Pikes Peak Cog Railway. Right after the first of that year we started our trip planning. My wife found what turned out to be an excellent B&B in Woodland Park Colorado with a great view of Pikes Peak. The B&B was owned and operated by and ex-St. Louisan who

was also an ex-Union Pacific employee. We picked out the last week of May. We bought our plane tickets, reserved a rental car and made a list of other less important things to do in the area. We were all set... or so we thought.

Not more than a week or so after we had bought our tickets and made our deposits, I opened *Trains Magazine* on-line to find in "The News Wire" a headline announcing that the Pikes Peak Cog Railway was not going to reopen in 2018 and the closure was indefinite. Apparently, the private Owner of the Cog Railway decided he did not want to spend the money on the required repairs to keep it operating. I called my wife to let her know the disappointing news. The shame was it represented the principal reason for the trip.

PIC A. Looking south toward Pikes Peak from our B&B. The night before our arrival the peak had received a small snowfall.



It goes without saying I was well aware of other train opportunities in Colorado. However, the key was timing and proximity for this plan B to work. Having read James Marshall's *SANTA*

*FE THE RAILROAD THAT BUILT AN EMPIRE*<sup>1</sup> several times, I was aware of the legend of the Arkansas River's Royal Gorge that literally contained a deadly fight between the Santa Fe crews and the Denver & Rio Grande crews for physical control of the canyon. I also new the canyon itself was naturally beautiful containing steep walls and fascinating wildlife. But most importantly I wanted to see the unique engineering feat accomplishment needed to complete the Royal Gorge route. Luckily, Canon City Colorado at the downstream mouth of the gorge is the home base for the modern Royal Gorge Route Railroad and it was an easy 45-minute drive from our B&B. So, we marked up for a pair of seats in a dome car. More about that later.

Just because the cog railway was not operational did not mean we were

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<sup>1</sup> *SANTA FE THE RAILROAD THAT BUILT AN EMPIRE* by James Marshall. Random House 1945



going to pass up scaling Pikes Peak. Keep in mind St. Louis is about 465 feet above sea level and our B&B was at about 9,000. Upon arrival at our B&B the view of the peak revealed that snow had fallen the night before and was still blanketing the peak. We very much wanted to experience that scene so we decided to make the trek to the top the very next day. High elevation means copious quantities of sunscreen for a guy like me who is so white I'm basically clear. In addition, hydration, hydration, hydration. We knew all this and so followed these sage guidelines.

After a hardy breakfast including gooey butter coffee cake (which left the B&B's non-St. Louis guests in awe) we were ready to head out. (Author's note: gooey butter coffee cake is a St. Louis tradition like pork streaks, toasted ravioli and Provel cheese). We departed our B&B and headed for Pikes Peak. We easily found the park entrance along the Pikes Peak

Highway and began our very leisurely and scenic drive up the mountain. At about 11,000 feet my wife said to me casually, "You know, my eyes are getting sparkly". Obviously, she was starting to feel the effects of the elevation. But onward we pressed, like we were assaulting Everest itself and about an hour later we arrived at the top.

It was cold, clear, windy and breathtaking! We found a spot to park and hopped out of the car to head for the visitor's center. About six steps from the car I felt a vicelike clamp on my arm. I looked over to see my wife with her eyes half rolled back in her head looking as if she were about to face-plant into the slushy mud of the parking lot. We paused for a minute or two for her to catch her breath. She described to me how her vision had narrowed down to the size a drinking straw before finally expanding back to normal. After our short respite in the



parking lot, we made our way to the rather run-down building. At this point I began to notice that my head too was buzzing a bit. Once inside we found a table and grabbed some water and some none-to-appetizing and extremely expensive food to steady ourselves. After about 20 minutes we had recovered enough to brave the outdoors. The panoramas, regardless of the direction, were magnificent. They quickly pushed from our memories all the trials and tribulations these two rugged mountaineers had overcome (in our nice warm rental car) in our quest of the summit. As we worked our way around the perimeter of the peak, we ran into a Park Ranger. We relayed to him what had happened to us with regard to the thinness of the air. With a knowing nod and a wry smile, he advised that during the height of the season it was not uncommon to average six people daily passing out from the altitude and/or dehydration. He told us that all the employees who work at the summit are off-duty, City of Colorado Springs, EMS personnel for that very reason. After we had our fill of the expansive views and cold wind we headed back down the mountain at a leisurely pace stopping to investigate the alpine scenery and wildlife at will. Having survived our perilous ascent on Pikes Peak the previous day, we were now ready for our Royal Gorge adventure. We set out for Canon City passing through Fort Kit Carson and the surrounding rolling hills along the front range of the Rocky Mountains. The landscape then turned to scruffy savannah as we rolled onto US 50 on our way to Canon City proper. And what better way to enter a western town than right down Main Street all the way to the train depot. It was another warm sunny day so sunscreen and hydration protocols were once again in order. Shortly

before departure of the train we were called from the depot/gift shop to our boarding positions. They have a series of gates between the edge of the right of way and the river bank which provided plenty of room for each group to queue up in the shade of giant cottonwood trees. We entered the train from our assigned position quickly and efficiently. A grip and grin picture was taken of each couple by the staff right before we ascended into the train. Promptly at noon the engineer gave two short blasts on the horn and we were off westward toward the Royal Gorge.

The Royal Gorge has been cut through the granite rock over the millennia by the Arkansas River as it tumbled ceaselessly down from Colorado's interior. Prior to passing through the gorge, it flows past iconic mining and railroad outposts such as Salida and Leadville. The gorge at its narrowest is about 50 feet wide and at its deepest point is about 1,200 feet. The heart of the gorge is only about 6 miles in length. For a complete history of the Royal Gorge Route visit <https://royalgorgeroute.com/about-us/history/>.

On our trip we found there was more to this unique canyon than just railroad history. Though any sensible person knows that railroad history is the most important. Almost immediately upon pulling out of the depot the rails ran through a quickly narrowing space between the river and the old Colorado Territorial Prison. The Territorial, as it is known locally, was completed in 1871 and is made of cut stone and looks exactly like every foreboding western prison you've ever seen in the movies. It was in active use until 1990 and now only sees limited operations, including a museum.

As we rolled past the prison and closer to the canyon's outlet the river came into view and the tracks quickly became adjacent to the river. Being a native St. Louisan, my understanding of a "river" is based on the enormous expanses of the Missouri, the Mississippi and the Illinois. But the Arkansas at this point was more of the width of the Ozark streams we floated for fun as kids. That was until I looked a little closer. What the Arkansas lacks in size it makes up for in tenacity by providing class III, IV and V rapids for kayakers. It was late May when we were there so the majority of the snow melt rush was over but the river was still running full. The walls of the canyon closed in quickly as the steep sides gained elevation almost instantaneously. We squeezed into the canyon proper literally on the bank of the river and began to ascend

upstream like a giant stainless-steel Salmon. It was at about this time the lunch was served.

The train offered myriad options of travel classes to pick from, starting with the economy of an open-air platform ride all the way up to fine dining in the restored dining cars. There are also options for noontime or evening trips. We had elected to purchase seats in one of the four dome cars for a lunchtime trip. Our lunch choices were chosen when we bought our tickets. We chose the bison burgers in a basket with fries. The food was hot and tasty and cooked as requested but by no means haute cuisine. In true railroad fashion we were seated 4 to a table.

The decision to ride in one of the domes proved to be a great choice. As we munched on our burgers and



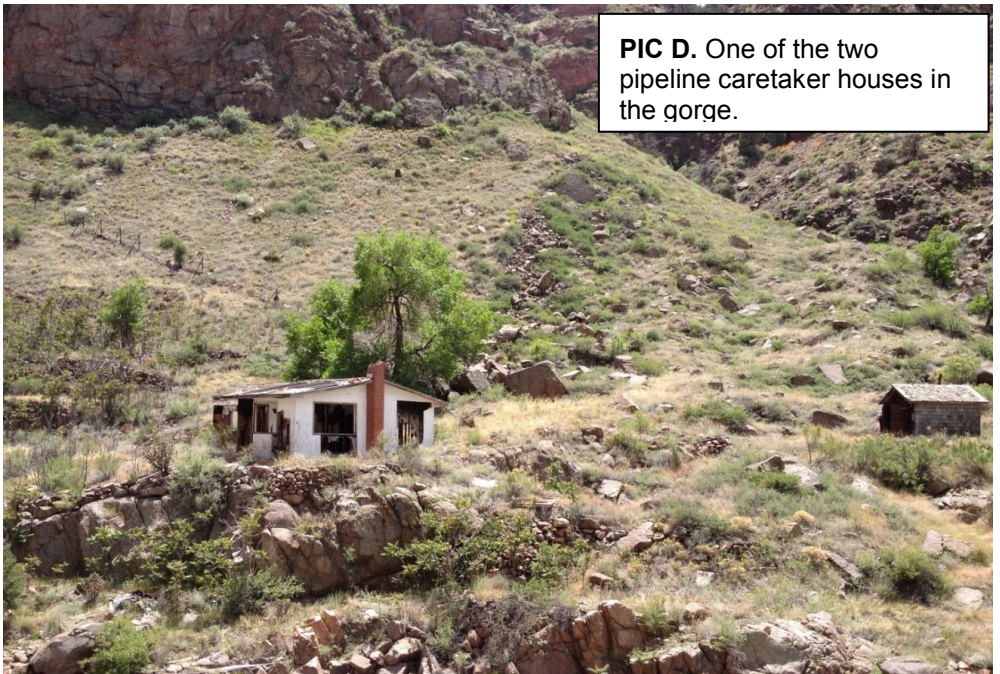
**PIC C.** Remnants of the redwood water pipe

chatted with the pleasant couple across from us we made our way up the gorge in the comfort of the A/C. The view was spectacular. Our seats were on the river side and we could see across the gorge quite well. Across the aisle and out the windows was the sheer wall of the gorge right next to the tracks.

As we rode along the car's crew forewoman made announcements about specific highlights along the way like the white-water rafters who were steadily working their way down stream as we worked our way upstream. She pointed out the slide fences and several active mineral claims where people still actively panned for gold. She also pointed out something on the far bank that I had never heard about before in any of my reading on this impressive route. Until the mid-1970s the City of Canon City got their drinking water straight from the Arkansas River via a redwood pipeline built by the prisoners from the Territorial. Cut into

the rock ledge, hung from the rock ledge and tunneled through outcroppings in the rock, the water line worked its way several miles from its intake house downriver to the City. Keep in mind this was built just before the turn of the 20<sup>th</sup> century so it was all handwork done above a swiftly flowing river. In addition to the back-breaking work of carving the path out of the rock, the pipe was made up of individual redwood staves. Each section being constructed like a barrel and also joined to the next one in line, like a series of narrow long wine barrels. Along the way there were also two small houses now abandoned and quite dilapidated. They were the houses where lived the two families of the men whose job it was to walk the water line every day regardless of the weather to insure it remained leak free. They lived in these simple, isolated dwellings deep in the canyon year-round.

For the most part the staves of the



**PIC D.** One of the two pipeline caretaker houses in the gorge.

pipe, when kept wet, would swell and remain water tight. But with so many joints, rock slides and the relentless effects of freeze/thaw cycles sometimes minor leaks appeared and sometimes major ones. For the minor leaks the caretakers would access one of the vents spaced periodically along the pipe and drop in a bucket of sawdust. This would wash down pipe and get lodged in the small leaks. At the head of the system was a concrete structure that served at the intake pool. The entire system was gravity fed. The pipeline has been out of service for

we escaped its confines at the top; released out into an alpine glade alongside what was now more like a lazy mountain stream. This was the end of the active line at the Martin Marietta gravel pit, the only commercial customer currently on the line. All the remaining tracks that continued up to Salida and Leadville were long out of service. The train stopped for about 15 minutes before reversing direction and descending back downgrade through the gorge. After a quick bump to notch 1 or 2 to get the consist rolling, for the remainder of the ride the locomotives



**PIC E.** Intake house for the water line

almost 50 years but many pieces of it still remain in place.

Almost as quickly as we had been sucked into the gorge at the bottom,

(in their push me pull me configuration) were in dynamic braking.

After riding in the dome all the way up the canyon, I decided to take advantage of the nice day and headed to the open-air platform car for the return trip. I apparently was not the only one on board with this idea as the car was very full. As we rode along, I could hear the rush of the river immediately adjacent to the tracks and the hoots and

screams of the rafters. About halfway back down the gorge, when I looked up, I could see the Royal Gorge

**PIC F.** Looking east, downstream, and the head of the canyon preparing for our return journey.



**PIC G.** The Royal Gorge Suspension Bridge.

suspension bridge above. Right before we passed under the bridge, we passed by a small station platform, carved into a rock crevasse, that had once been used to provide access from the rail line up to an amusement park that had once operated on the rim above.

Just past the station platform we followed the railroad's tradition of stopping on the famous hanging bridge which is situated at the narrowest spot in the gorge. There was no bank on either side of the river. There was also no place to provide either lodgment for the roadbed or room for abutments. As a result, a clever solution was required to transverse this short span of river. The solution was a hanging bridge that suspends the tracks from above out over the river as the track and river pass between the shear walls of the gorge. This amazing and unique bridge

was designed by Charles Shaler Smith and was completed in 1878 for about \$12,000 (\$303,000 in 2018 dollars). This was much cheaper and faster than trying to blast out a passage into the gorge's sheer granite walls. That same bridge is still in use some 140 years later. Granted, it has been upgraded multiple times to support the heavier loads of today's equipment.

The last significant items of note identified by our guide were a series of small rock mounds that dotted the opposite hillside from the tracks in the lower gorge, perhaps 50 feet up from the river. These stone originally comprised redoubts used by the rival track gangs for cover as they vied for control of the gorge. However, the stone was ultimately used to form cairns over some of the men who were killed when the crews from the Santa Fe and the Durango and Rio Grande



**PIC H.** The world-famous hanging bridge.

fought to the death for control of this critical route into the interior of Colorado and its vast mineral wealth therein.

The stage for the fight was set when the D&RG first surveyed the route in 1871 but failed to officially record any proper plats in Denver. Then the Santa Fe arrived in 1878 and started grading work just days ahead of the D&RG crews return to start their grading. A gun fighting broke out shortly after that. The gun fight did not resolve the feud. What followed was years of court battles also without final resolution. Finally, a deal was struck. In March of 1880 the D&RG paid to the Santa Fe \$1,400,000 (34.6 Mil in 2018 dollars) for the track and work the Santa Fe had installed through the gorge. In return the Santa Fe agreed to cease any attempt, for at least 10 years, to build to Leadville or Denver. You can read all about this in *SANTA FE THE RAILROAD THAT BUILT AN EMPIRE*<sup>2</sup>.

As I was pondering all the cost and toil to build this spectacular engineering feat we emerged back out of the shadows of the canyon at the mouth of the lower gorge and glided across the sunny flood plain of the widening valley on to the depot. What a great way to spend a pleasant afternoon, a journey through beautiful natural wonders and impressive manmade engineering.

Even though we missed out on the Cog Railway, this allowed us to make great lemonade from lemons. If you get the chance I highly recommend this trip.

Happy rails.

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<sup>2</sup> *SANTA FE THE RAILROAD THAT BUILT AN EMPIRE* by James Marshall. Random House 1945. Chapter 10

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## Tour of Amsted Rail

by Ron Gawedzinski

Arrangements have been made to have a Joint Group Gateway Division NMRA and St. Louis Chapter NRHS **tour of Amsted Rail**, 1700 Walnut Street, Granite City, Illinois, on **Wednesday, May 29, 2019, 10:30 AM – 12 Noon.**

Amsted Rail builds everything for railcars from wheels, axles and bearings to brake systems, bogies, bolsters and more.

**Attendance is limited to just 30 people!** Mark your calendar and set the time aside. Also, **PLEASE NOTE, the tour is on a weekday, Wednesday, in the morning.** Amsted does not work on the weekend; so, this will be our first ever tour on a weekday.

**Safety Requirements:** Tour of a Fabrication Shop under Actual Working Conditions! **Safety is paramount!**

**Safety shoes** – if you have them, wear them; otherwise, a very limited number can be provided BUT Need To Know Your Shoe Size. No open-toed shoes.

Regular eyeglasses **with safety lens** are acceptable. **Safety goggles** – if you have them, wear them; otherwise, they can be provided.

No tank tops.

Hard hats – if you have one, bring it; otherwise, a limited number can be provided.

Earplugs – if you have them, bring them; otherwise, they can be provided.

**ADA accessibility** – None, as plant floor is rough and uneven. Floor neither wheelchair nor walker friendly.

**In addition** to Safety Requirements, **Amsted Rail needs to know the following information:** (Will be on Sign Up Sheet.)



1. Organization you represent (as a professional), and your current employer (if working). (This is to make sure there isn't a conflict of interest.)
2. Do you have walking restrictions?
3. Do you have a pacemaker?
4. Are you prone to seizures?

Questions 2., 3. and 4. relate to Safety/Health Concerns that could affect you with the equipment Amsted uses.

Picture taking and videotaping are NOT allowed because of customer confidentiality agreements.

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](mailto:rwgawed@yahoo.com), and telephone 314-846-5559.

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## Tour of Continental Fabricators, Inc.

*by somebody*

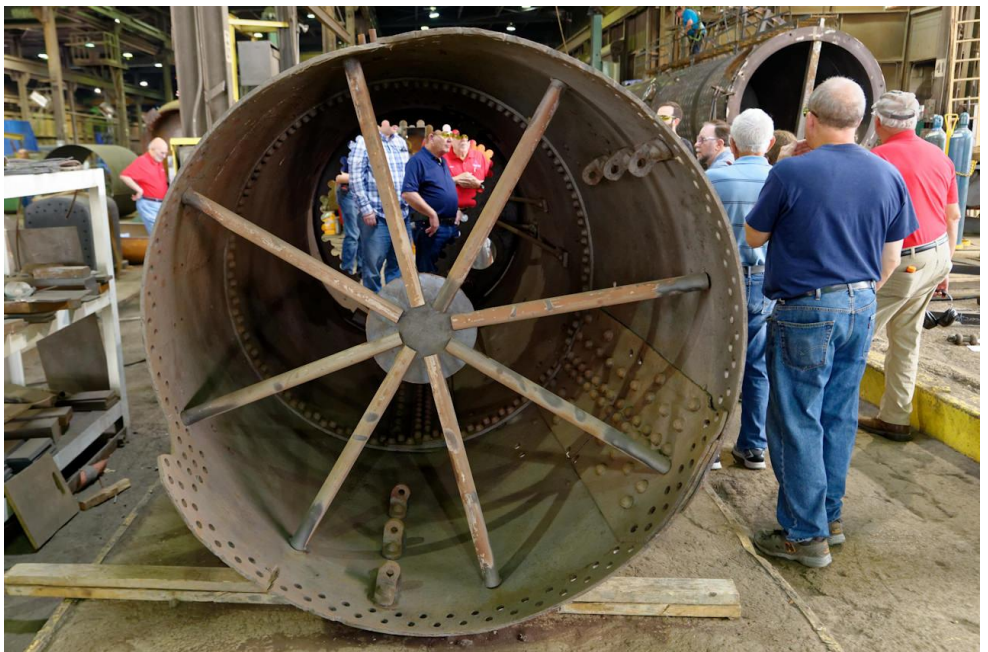


On Saturday, September 15, 2018, a joint group of 30 railfans from the St. Louis Chapter NRHS and the Gateway Division NMRA toured Continental Fabricators to learn how boilers, particularly steam locomotive boilers, and other heavy vessels were made.

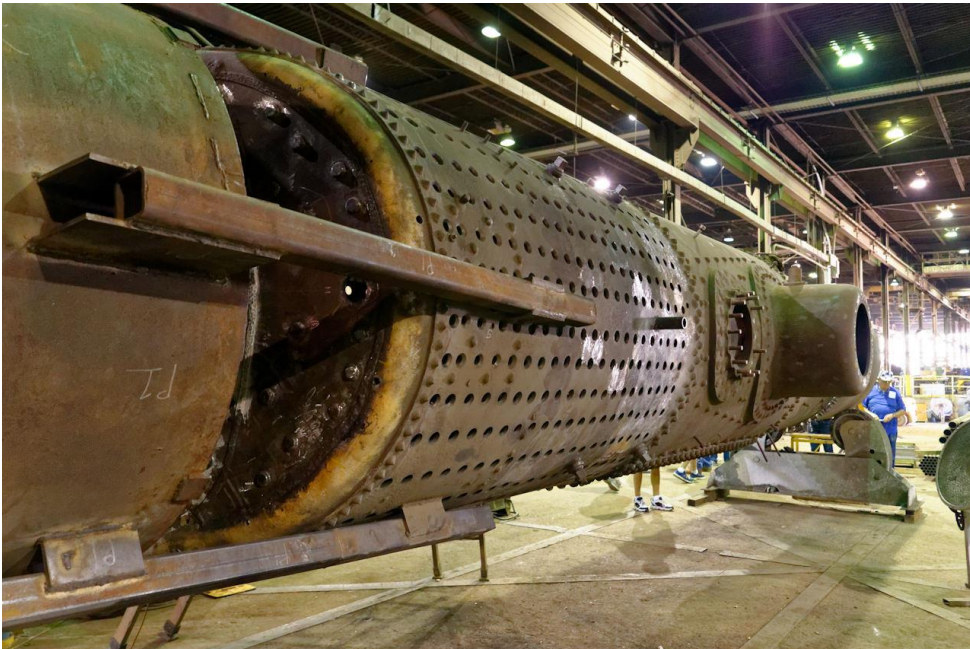
Fred Steinkuehler and Tom Gerstenecker of Continental Fabricators gave us an extensive tour of the shop. We learned a lot more details and appreciation for what special expertise it takes to fabricate, restore and rehab steam locomotive boilers, with a better insight into the equipment and labor used on the boilers and other heavy vessels.



This was our group's first tour of a fabrication shop under actual working conditions as Continental Fabricators operate their shop 24/7, 3 shifts per day. There was plenty of "background sounds" (noise) to make the tour even more interesting



We saw the new pressure vessel, a 3 ½ course boiler and smoke box of Pennsylvania Railroad T1 No. 5550 4-4-4 steam locomotive, a new boiler for Mid-Continent Railway Museum former Chicago & NorthWestern No. 1385 4-6-0, and restoring boilers for U.S.





Sugar Co. 4-6-2 No. 148, Grapevine Tourist RR No. 1344 and miniature boiler for Wabash, Frisco & Pacific Tourist RR.

We thank Ron Gawedzinski for arranging the tour and Fred and Tom from Continental Fabricators for their expert narration of the shop tour.



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# Tour of Amsted Rail

by Ron Gawedzinski

## **SPECIAL** **ANNOUNCEMENT**

Arrangements have been made to have a Joint Group Gateway Division NMRA and St. Louis Chapter NRHS **tour of Amsted Rail**, 1700 Walnut Street, Granite City, Illinois, on **Wednesday, May 29, 2019, 10:30 AM – 12 Noon.**

Amsted Rail builds everything for railcars from wheels, axles and bearings to brake systems, bogies, bolsters and more.

**Attendance is limited to just 30 people!** Mark your calendar and set the time aside. Also, **PLEASE NOTE, the tour is on a weekday, Wednesday, in the morning.** Amsted does not work on the weekend; so this will be our first ever tour on a weekday.

**Safety Requirements:** Tour of a Fabrication Shop under Actual Working Conditions! **Safety is paramount!**

- **Safety shoes** – if you have them, wear them; otherwise, a very limited number can be provided **BUT** Need To Know Your Shoe Size. No open-toed shoes.
- Regular eyeglasses **with safety lens** are acceptable. **Safety goggles** – if you have them, wear them; otherwise, they can be provided.
- No tank tops.

- Hard hats – if you have one, bring it; otherwise, a limited number can be provided.
- Earplugs – if you have them, bring them; otherwise, they can be provided.
- **ADA accessibility** – None, as plant floor is rough and uneven. Floor neither wheelchair nor walker friendly.

**In addition** to Safety Requirements, **Amsted Rail needs to know the following information:** (Will be on Sign Up Sheet.)

5. Organization you represent (as a professional), and your current employer (if working). (This is to make sure there isn't a conflict of interest.)
6. Do you have walking restrictions?
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Questions 2., 3. and 4. relate to Safety/Health Concerns that could affect you with the equipment Amsted uses.

Picture taking and videotaping are NOT allowed because of customer confidentiality agreements.

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](mailto:rwgawed@yahoo.com), and telephone 314-846-5559.

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## Division Minutes

by Gregor Moe

### **Meeting Minutes for October 15, 2018**

Superintendent: Jim Ables,  
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:**

Tom Ose presented his third clinic on Arduinos we will look at sensors and how they are used for detection and automation. The demo will include a speedometer and also some automation based on train detection. The demos will build on the DCC++ unit introduced in the last sessions.

#### **Business Meeting:**

Superintendent Jim Ables called the meeting to order. There were 18 members present and two visitors Dave Ackman and Ross Abbott

#### **Minutes of Previous Month's Meeting**

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

#### **Treasurer's Report**

Rich Velten presented the paymasters report. It was attached to the minute. The opening balance was \$19,506.82 during the month we had receipts of \$129.33 and expenses of \$1,342.38. The closing balance was \$18,293.77. The major expenses were for wheel sets and the holiday party. The report was approved.

#### **Merchandise Report**

Rich Velten stated that the new order of wheel sets is available for sale the new price is \$8.00 and there are still standard gauges available.

#### **RPO Report**

The deadline for the winter edition is 1 Jan

2019.

#### **Directors Report**

Jon Marx was not present so no report.

#### **Achievement report**

Richard Lake has been awarded his Authors certificate.

#### **Publicity Chair Report**

Don said the next train shows will be the Collinsville Great Train show Nov.24-25 Don is looking for volunteers for the show.

#### **Outside Activities Report**

No report.

#### **Old Business**

The 2020 convention the registration is now open at \$135 until Dec 31.

Model railroading101 no report.

The rebuilding the display layout is still tabled. Bill Linson said everything was on track for the holiday party at the Ballwin Golf Club same caterer same menu and cost of \$18.50 per person.

The nomination committee said that Tom Ose and David Lowell are on the ballot for director, Carl Wessel and Willie Richter for Superintendent, and Bill Levin, and Dan Knipp for assistant Superintendent, Gregor Moe for clerk, Rich Velten for paymaster.

#### **New Business**

The gateway division dominated the awards at the national convention.

#### **Announcements**

Rich is looking for attendance prizes for the fall meet.

#### **Upcoming clinic**

The presentation at the holiday party will be by Moe Berk.

#### **Drawings**

50/50 winner: Bob Miller

Gift Card winner: Tom Ose

Meeting adjourned.

Respectfully Submitted,

Gregor Moe,

## 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](http://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](mailto:rpo@gatewaynmra.org)).

### **Mon., May 20, 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., June 17, 2019**

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

### **Mon., July 15, 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., August 19, 2019**

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

### **Sat., September 7, 2019**

**OMRA Show**, East Hall Ozark Empire Fairgrounds EPlax, 3001 N. Grant Ave., Springfield, MO. FREE PARKING. 9am-3pm, 200 vendor tables, a dozen operating railroads featuring various scales. Several new G, HO & N layouts. Kids can earn

certificates as Chief Whistle Blower, Official Switchman or Official Engineer. Kids of all ages can ride the Kiddy Train, weather permitting. Admission \$8 adults, children 11 and under are free with paying adult. Food, door prizes and a train set every two hours for kids. Get vendor forms at the OMRA website at <http://omraspringfield.org>. or call Joe Davidson 417-380-0821. For other info call Ron Williams MMR 417-839-3433. Email: [rwilliams3129@gmail.com](mailto:rwilliams3129@gmail.com)

### **Mon., September 16, 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., October 21, 2019**

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

### **Sat., November 2, 2019**

**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.*

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## 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](http://www.gatewaynmra.org)

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## Division Officers

**Superintendent**  
Willie Richter

**Assistant Superintendent**  
Dan Knipp

**Clerk (Secretary)**  
Gregor Moe (Bonnie)

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

**Division Director**  
David Lowell

