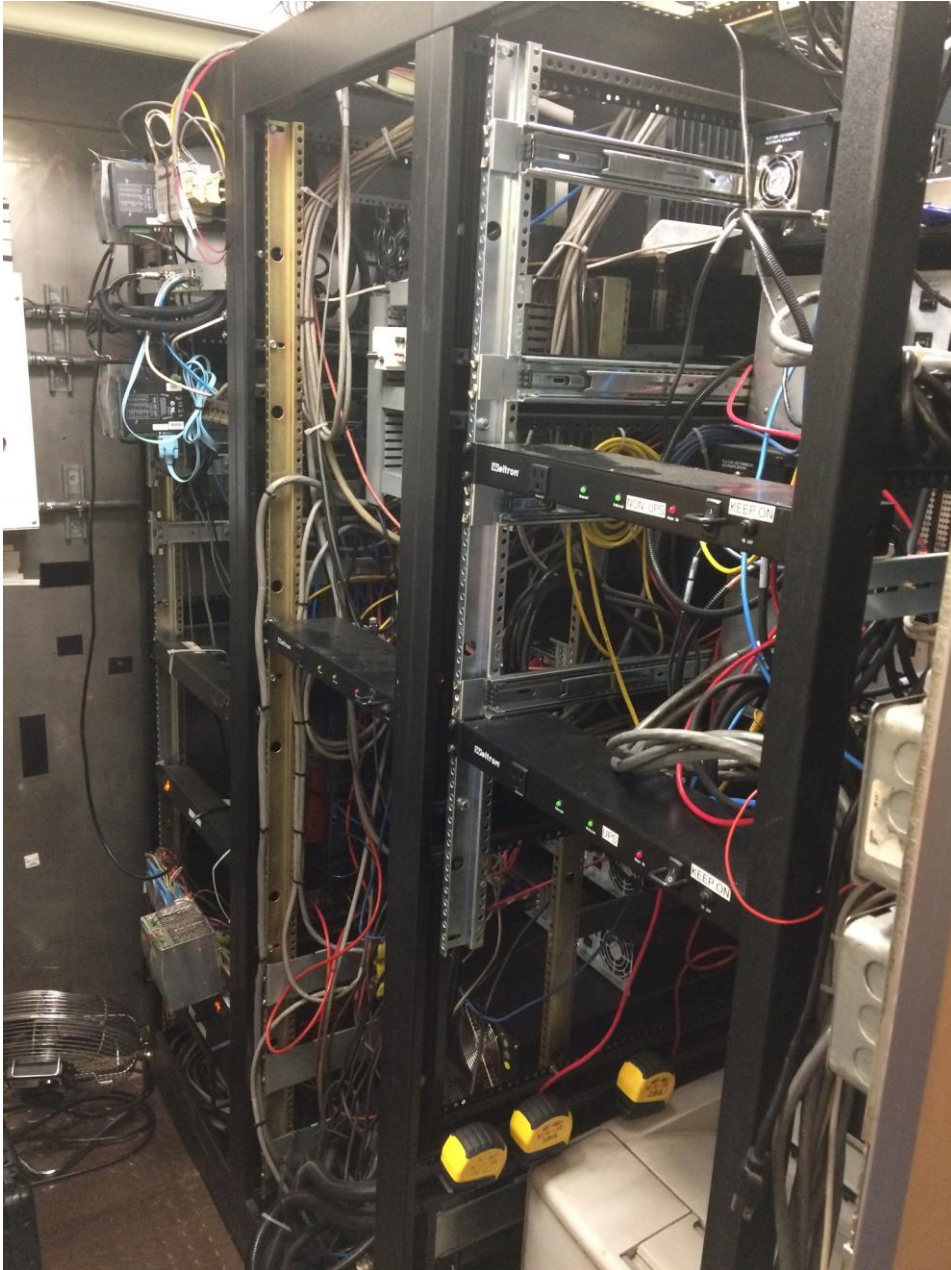


# RPO

Volume 28, Number 1  
Spring 2020  
[www.gatewaymra.org](http://www.gatewaymra.org)





**Spring 2020: Volume 28, Number 1**

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Editor: John Carty

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## On the Cover

*photo by David Lowell*

Electronics rack right behind the stadium seating area on the Norfolk Southern Track Geometry Car. See the full article starting on page .

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## Superintendent’s Desk

*by Willie Richter*

Spring is finally here. Normally this creates a natural slow down in Model Railroading as our attention turns to BBQ’s, Picnics, Yard work, Gardening, Family, Friends and things outdoors. This is not a normal year. We still have to keep up on our chores but with COVID-19 having our day to day lives on hold, maybe our railroads and models are going to get some more attention this spring and summer than most years. I am still in the process of rebuilding my house, making progress everyday but I can’t wait to get started on rebuilding the West Alton and Belleville 2.0. I did run across an Accurail boxcar kit this week and put it on the counter for the next rainy day. I might not have everything available to detail and weather it but I do have enough tools to build it. Weathering can wait another day. So maybe it is time to

look for that unfinished kit or project you have and give it go. I look forward to hearing about your accomplishments. Better yet I would love to read about them as well. Turn that kit or project into an article for the RPO. Until we are able to have our monthly meetings again use your pen and paper, or computer, to share your latest accomplishments.

Hopefully we are meeting again soon and swapping those stories in person.

Willie Richter  
Superintendent, Gateway Division

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## Under the Wire

*by John Carty, Editor*

“Winter is nearly gone. Time flows on to a spring of little hope.” J.R.R. Tolkien, The Lord of the Rings.

I will concede one point right off: Spring arrived.

Easter Sunday brought the Easter Bunny, who practices social distancing as a matter of policy. This marks the first time in many years in which I did not go to church for the Triduum, watching it on television instead. That in itself felt rather strange.

Normally softball, baseball, concerts, the waning of the school year, and the upcoming dance recital occupy my time at this point in the year. Instead, I continue to work my job while my wife homeschools while working from home. I shower upon arrival from work and proceed to perform more domestic tasks. I am not complaining, but simply stating the 2020 version of normal. The upside is more time spent with the family.

This disease exported from China has yet to strike my family, but still hit close: Jim Ables is recovering. I hope that is

as close as it gets for all of us, although we were all looking forward to the National Convention this year. I joined the NMRA at the last National Convention in St. Louis. I expect the near future to hold more cancellations.

On a more positive note, now is the time to share our hobby with our immediate family (or fellow inmates, if you wish). The current state of affairs also provides opportunity for research and learning new skills.

We have lost a number of active members, more accurately friends, in the last year or so. Please step up and offer you talents and skills to the division as they did. I took on the editorship of the RPO as a way to give back to the Division at a time when family duties were once again growing. If each member contributes a little, the tasks are easier for all. These contributions need not be large or showy, but just a mite here and a bit there builds into a big difference in the great scheme of things.

I have been lucky to receive enough submissions to fill the pages of the RPO, thank you very much. That being said, I would love to include items from members from whom I have not heard or rarely hear from as well as from our regular contributors. Every member has something to share and the RPO is the place to do so.

I hope to see everyone in the near future, or at least at the Fall Meet. Until then, stay on track.

John Carty,  
Editor

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## Director's Reflections

*By David Lowell*

The proof is in the pudding?

I have been consistent in my messaging challenging the membership to up their participation level. That is exactly what happened right after the first of the year I am happy to report, albeit due to unfortunate circumstances.

Let me set the stage. Our only fundraiser is the annual Fall Meet, which makes it an extremely important event. This year the net proceeds exceeded last year's event and were pretty close to \$1,000.00. Once again Rich Velten orchestrated the meet. He also managed all the vendor table sales, laid out all the vendor tables and added a new twist this year of a food vendor at the event and I think this was big hit. Chris Oestreich stepped into his new role as Contest Chair and did a good job as well. With all that, that went so well, sadly and unexpectedly in case you did not hear we lost Rich by year's end and this has left not only a huge hole in the Division's leadership but we have also lost a very active contributor.

After Rich's passing Asst. Supt Dan Knipp jumped in without hesitating and took over the Paymaster responsibilities on top of a number of other initiatives that he was already spearheading to make improvements to the Division. Not only did he take on the basic responsibilities of monthly accounting, reporting and bill paying, he also spent a huge amount of time obtaining, organizing and reviewing all the records and getting them up to date. Next time you see Dan take a minute to thank him for his efforts, or with the suspension of activities due to COVID-19 drop him an e-mail.

Due to the unexpected vacancy created by the loss of Rich we needed to have a special election to fill the spot. Rich had run unopposed last fall so we were concerned we might have a problem finding **a single** candidate. Well we were all pleasantly surprised when not only one, but four Division members

showed interest; Walter Beckman, Walter Brennan, Roger Caddy and Bill Levin. In the end Walter Brennan and Bill Levin ran for Paymaster and the results of that election should be known by the time you read this, however due to the laps in our meetings due to the COVID-19 this is on hold for now. Walter Beckman has agreed to take on the responsibility of Fall Meet Chair. A huge thank you is due to all these guys for stepping up when the Division needed them to.

Let's all support this new group of guys getting involved as well as the old steadies. Walter Beckman, I am sure, would appreciate some help with the Fall Meet and we are also always in need of volunteers to man the NMRA table at train shows, when we get back to having them.

Normally I wrap this up by reminding you of my challenge to get involved. But I'd say we are making great strides in that area. Keep up the good work! I had originally intended to close with, "See you all at the Convention." but as I am sure you are all aware, that due to the COVID-19 it has been canceled. But that does not mean we cannot enjoy our hobby and communicate with each other and share the project we are working on. In fact, I encourage it as a way to break up the isolation. Stay safe and wash your hands!

I will always be available, as well as the great team of officers we have, to receive any comments or suggestions you may have. You can reach me at [LowellCoMotive@gmail.com](mailto:LowellCoMotive@gmail.com)

Happy Rails

David C. Lowell  
Director, Gateway Division, Mid  
Continent Region  
Nation Model Railroad Association



## Hannibal & St. Joseph Coach #15

by line Dave Roeder, MMR

I enjoy building models and searching the swap meets for old kits to use as raw material for unusual models. I found this really old Pocher/Rivarossi/AHM antique passenger car kit and began searching the web for a prototype I could use as a basis for a never before seen model.



Researching the Fallen Flags site led me to take a closer look at the Hannibal & St. Joseph RR in Missouri.



The Hannibal & St. Joseph Railroad ran across Missouri in the 1800's and was taken over by the CB&Q in 1883. I set this car in that time period with H S & J and CB&Q railroad officials inside representing an inspection train running over the newly acquired line. The car has been recently shopped and is in top condition for this trip. It has been updated with Westinghouse type K air brakes, restrooms and reclining seats. Wood





stoves are still being used for heat.

I began by making a drawing of the car with interior details in 1:48 scale. It is easier to get the scaled down dimensions from a larger drawing. On this model fitting the restrooms, stoves and wood fuel boxes in required some careful planning. The aisle width and restroom size required me to narrow down Pikestuff coach seat strips to fit everything in and still have end platform doors that were realistic. The end result is a unique model scratch built from Evergreen Styrene sheet and shapes.



The wood floor is an image from the internet reduced to HO scale, then printed on my inkjet printer.

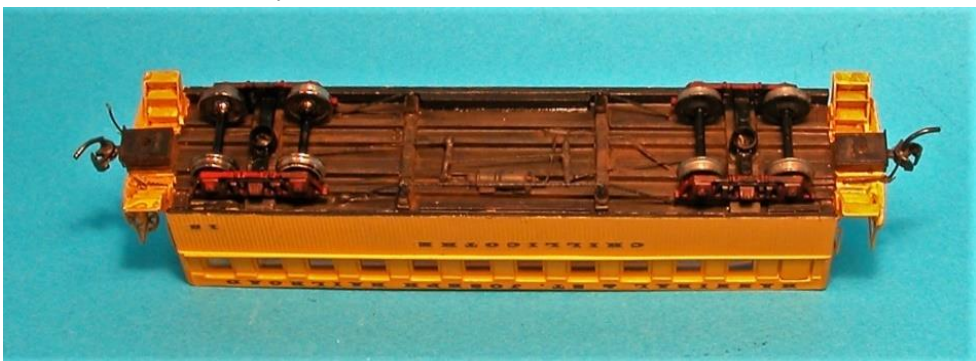


Two walls and chassis sub assemblies.

I cut apart the old plastic model and re-used the roof, window sections, end platforms and queen posts. The entire chassis, lower side walls, end walls, restroom walls and full interior details were scratch built.

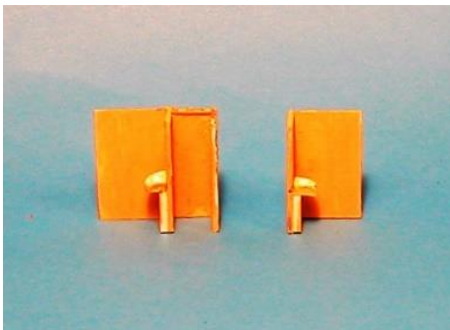


The roof was modified by adding the two Athearn smoke jacks. Though difficult to see, there is a circle of 3D rivet decals around the center hump on the roof. The windows are Microscale Ind. Micro Crystal Klear.



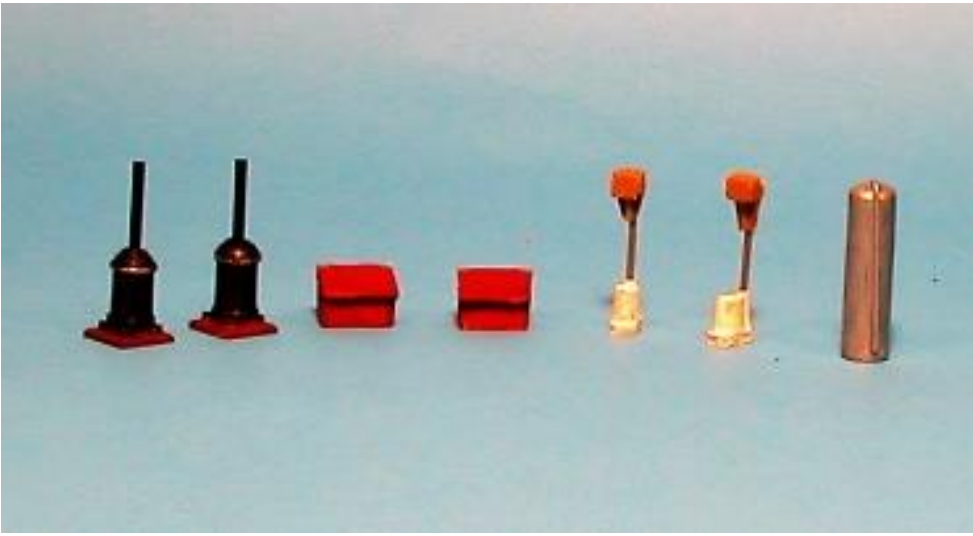
I added full underbody details with a type K brake system.

The trucks are Athearn and couplers are Kadee whisker spring. Normally I add weight to bring the models up to NMRA standards, but in this case, I could not do that.

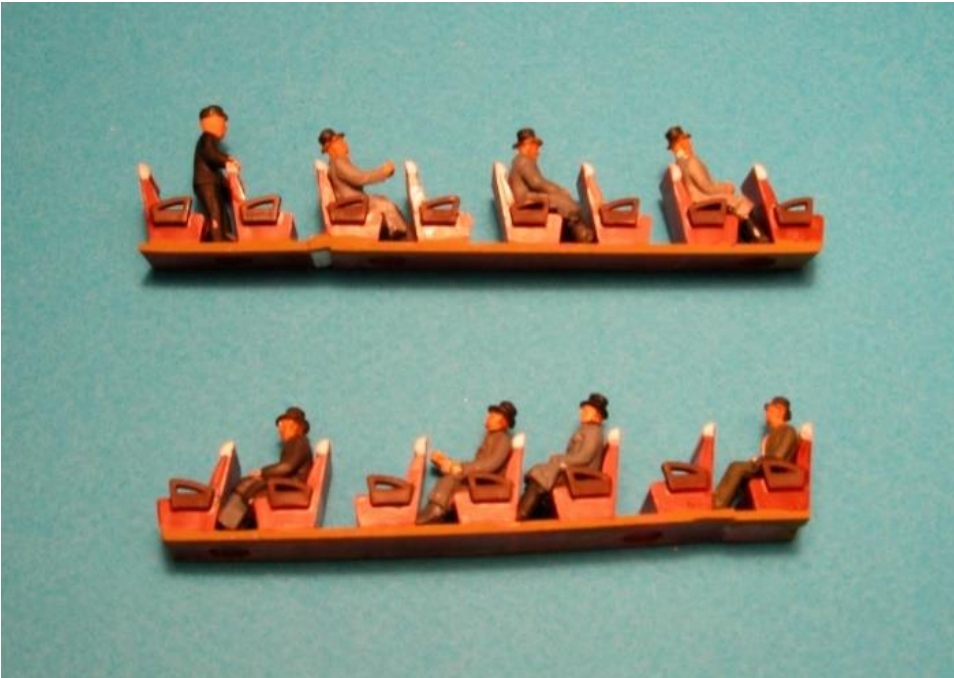


Restroom walls were made from scribed styrene with door details scribed in. The sinks are resin castings I made for this project.

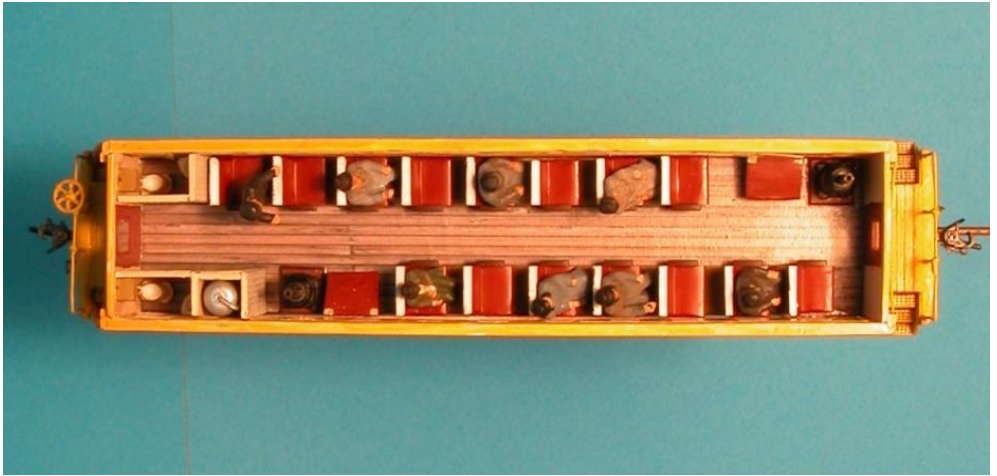




Interior details include the two scratch built stoves, wood fuel boxes and vertical water tank. The toilets are resin castings I made for this project.



Seating is narrowed Pikestuff #541-4102 Coach Seat. The figures are Prieser old time guys with top hats. The conductor is standing in the rear.



Building NMRA contest models:

NMRA contest rules require full documentation of entries, so design drawings or sketches as well as prototype information are necessary. Research and documentation are very enjoyable and I am always amazed at the amount of railroad history available on the internet. Google Maps satellite views can be zoomed in to show traces of old railroad right of way providing clues to the location of long gone depots, yards, and roundhouses. Searching the history of railroad towns can provide information about what railroads ran through an area.

The best thing about this type of research is you can do it any time of the year at home sitting in front of a screen.

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## Announcement

*by Ron Gawedzinski*

As everyone is aware, the coronavirus has had a devastating impact around the world. The joint tour of Barriger National Railroad Library was scheduled for Saturday, April 25, 2020, 1:00 - 4:00 PM. This has been cancelled.

All events on the UMSL-- North Campus, which includes the Barriger Library within the Mercantile Library, are cancelled until at least July 31. At this time there is no plan to reschedule the tour due to the uncertainty of the coronavirus.

All involved regret this decision but we trust you will understand the necessity and reasoning behind the decision.

Thanks for your time,

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## In Memorium

*by Hank Kraichley & Willie Richter*

### **Richard (Dick) Wegner**

Many of us have been privileged to have known Richard (Dick) Wegner as a personal friend. After a 38-year career with telephone companies, Dick retired as a vice president of Lucent Technologies.

He and his wife of 69 years, Marion, had three children and retired to Chesterfield, MO where he split his time between his many church activities, model railroading and golf. He was an avid model railroader with ATSF & MP being his favorite railroads. Being a member of the local round robin Thursday night Gandy Dancers group, he constructed an excellent, fully scened, freelanced HO DCC layout that was always spotless, as was his workshop. Being an excellent craftsman, his layout featured many detailed scenes including his structures. Some of his motive power and equipment was lettered for his private road, the Kansas City Northwestern an early RR which went out of business in the early 1900's. About a year ago Dick decided to update his railroad by eliminating all the steam powered equipment and support facilities. When asked why, just before his 90<sup>th</sup> birthday, he simply said it was time to modernize and he needed something to do.

Dick frequently attended ATSF & MP historical group conventions as well as many of the NMRA conventions and was our "go-to-guy" for info on these roads. He loved to go to train shows. Dick was a quiet reserved true gentleman who was generous with his time and could be counted on to volunteer for many of the local Gateway Divn activities.

When we looked around at ourselves and other model railroaders it was clear that Dick took better care of himself, always looking slim and trim and energetic. This served him well through his 90<sup>th</sup> birthday in late 2019. Leukemia finally took our friend from us this year on April 8. An NBC Sunday morning show has a regular feature, "A Life Well Lived" that covers the life and contributions of people who made a difference. Dick Wegner was a special man, A Life Well Lived.

We will miss him!

### **James (Jim) Anderson**

Jim passed away Saturday, February 8, 2020 at the age of 84. Jim worked at Monsanto for over 30 years and Peabody Coal. He was an avid golfer and a former president of Greenbriar Hills Country Club. He had a passion for trains and enjoyed model railroading. He will be greatly missed by his family and friends.

Jim's Model Railroad was the Eureka and Western. His 50' x 12' freelance

HO layout was set in the Midwest. He worked on it for over twenty years.

Jim is survived by his wife Norma E. Anderson (nee Powers); his children Scott D. (Lisa) Anderson, Sharon Gould and Steven W. (Christy) Anderson; and grandchildren Tyler (Gabi) Anderson, Heather Anderson, Brendan (Dianna) Gould, Erin Gould, Nathan Anderson and Noelle Anderson.

He will be missed by all the knew him..





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## A Message From MCoR President

*by Brad Sloan*Greetings,

I hope that you and your families are doing well. As your Region President there are a few things I would like to share with you.

Folks to say the least this has been a heart breaker for all of us in terms of model railroading activity within our region boundaries. The folks on the National Convention Committee, as well as those organizing the annual St Louis RPM meet were faced with unprecedented obstacles and very difficult decisions. Unfortunately, the National Narrow Gauge Convention for 2020, also scheduled for St. Louis is now canceled as well. In addition to that the 2022, NMRA Convention in Birmingham, UK has fallen as well, the NMRA is looking for a new host for 2022.

With so many events canceled this summer many of those involved with the industry that had planned to have a presence at these events are left without an outlet for the materials that they have prepared. I have known Tim Blackwell for many years, he's a great guy that produces a great magazine, he recently reached out to me and conveyed that he had printed extra copies of his Cowcatcher Magazine he had planned to give out at the national convention and other events, but now is left with nowhere to go with them. That said here is a link where you can go and sign up for a no strings attached link and he will send you a free copy of his magazine. He has assured me that he is not collecting emails for any kind of lists, he is simply offering us a free issue of the Cowcatcher.

[Cowcatcher Magazine Free Copy](#)

On a brighter note, planning is moving forward with next year's joint convention with Lone Star Region, we are presently in the final negotiations with the hotel venue and once that is in place we will begin to move forward with planning off-site tours, layout tours and other convention details. The folks down in Tulsa have done a wonderful job over the years with their layout design weekends and between them and the folks out of the Lone Star Region this one is really shaping up to be an event to look forward too.

Sincerely,  
Brad Slone MMR  
MCoR Region President

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## Norfolk Southern Geometry Car

by David Lowell

As most of you are painfully aware by now, I model the Chicago & Illinois Midland Railway. In the fall of 2017, a fellow named Steve Smith contacted me out of the blue to ask for information on C&IM cabooses. Well, you never know what new adventure may lie around the curve when it comes to new acquaintances that we develop as a result of our pursuit of model railroading and prototype train spotting. This is just such a story.

As it turned out, Steve was working on a project to produce N&W CF class cabooses through Spring Mills Depots (<http://www.springmillsdepot.com/nwmain.htm>). He was in the process of trying to find all the information he could on any railroads that may have purchased or utilized these vans second-hand. He wanted to maximize the potential for sales of their upcoming limited run. Apparently he had seen pictures of my cabooses on our Division's web site (thank you

Richard) and reached out to me. We exchanged a number of e-mails and traded a large amount of information about the cabooses. It was quite enjoyable and educational. I feel he expanded my knowledge base more than the other way around, but we were both pleased with the outcome. I was able to provide some information he did not have and I also gave him another contact name who is knowledgeable in the subject.

By far the coolest part of this new acquaintance (from my perspective) was yet to be revealed. During conversations I found out that Steve was part of the crew of Norfolk Sothern's track geometry car. He advised me that his track geometry car would be in St. Louis later that fall in October. He wanted to know if I was interested in coming down to Luther Yard for a private tour. Of course, I assumed that was just a rhetorical question but still felt I should respond



**PIC A.** The NS track geometry train rests in Luther yard.

with an emphatic YES! So on October 22, 2017 I headed for Luther Yard.

Luther yard lies just north of downtown St. Louis tucked in between the bluff below Bellefontaine Cemetery and the Mississippi River. More precisely, it is bordered by I-70 to the west, Hall St. on the east, Thatcher Ave. to the North and E. Carrie Ave. to the South.

Luther Yard was originally constructed by the Wabash RR in 1890. It became part of NW with their acquisition of the Wabash and then became part of NS system in 1990.

Like many of you, I have read articles in *Trains Magazine* and other places about track geometry and testing cars. As a result, I had a rudimentary idea of what a track geometry car does. However, it was truly fascinating to get

a chance to kick the roller bearings, look under the sensor car and see the interior of the geometry car.

Obviously, Luther Yard being an active railyard made safety and awareness of surroundings of paramount importance. To that end, after meeting up with Steve I put on my high visibility vest and my hard hat before we started out towards the train (**PIC A**). The crew had been there since early morning preparing for the upcoming week, having flown in from Roanoke the day before. They were doing maintenance, adjusting sensors and preparing for their week on the high iron. They typically spend one week out on the line and then one week back in Roanoke. This outing was to consist of an iron circle of sorts from St. Louis to Kansas City, then from Kansas City to



**PIC B.** The blue flag is protecting the platform end of NS track geometry car in Luther yard.



Decatur II. and then from Decatur II. to the Alton II. and finally the Metro East area. Part of this weekly maintenance ritual consisted of changing the oil in one of the two on-board generators. They have two generator sets so they do not have to be reliant on HEP (head end power). The generators are cycled each week from primary to secondary to insure even usage. One generator is located in the track geometry car itself and the second is in the sensor car.

Steve explained that at a minimum they traverse every foot of mainline in the NS's 19,500-mile system 4 times a year. Sidings and secondary lines are checked with less regularity. He explained their weeks in Roanoke consist of analyzing and packaging the data from the previous week's run and then distributing it to its various

recipients for more detailed review. Once wrapping up the previous week's data is completed, they start preparing for their next excursion by reviewing previous data for key action items from the previous run. This is to assure they are prepared to confirm if previously noted issues have been addressed or not. In addition, they prepare any other specific agenda items.

Upon arrival to the train we walked to the rear and gained access via the platform end of car #36 (which entered service in the 1920s) (**PIC B**). It has served as a geometry car for a long time and has seen several partial retrofits as a result of this work assignment. Despite its regular maintenance program it was, nonetheless, showing its age. At one time it was both the geometry



**PIC C.** (Steve Smith Photo) NS-38 the measuring vehicle.

observation car and the sensor car. To function as the sensor car a lot of additional weight was added to the car. This weight was needed to make the car accurately represent a heavy car or light engine so that the instrumentation would record accurate reactions on the track and roadbed. They found over time; however, this was accelerating the wear on the car's frame, suspension and tucks as well as making the ride rough. The relentless jostling and bouncing were not good for the crew or the equipment in the car. That was remedied by adding a separate sensor car.

The addition of sensor car #38 (**PIC C**) to the consist allowed all the excess weight to be removed from car #36 so it could function solely as the geometry

observation car and, therefore, ride like a passenger car again. Car #38, the sensor car, is an old SD unit with everything that made it a locomotive ripped out. The old cab (**PIC D**) now houses a large amount of electronic support equipment for the various measuring devices hung on the former engine's underframe and trucks. Car #38 is also the location of the second generator as well as all the concrete ballast to bring the car up to test weight.

One of the first things Steve pointed out, with a fair amount of pride, were the new LED lights he had recently installed on the rear of the car just above the platform. He said he was very pleased how these lights had greatly increased their visibility when



**PIC D.** Interior of the cab area of the sensor car

inspecting tunnel linings and bridges. After that we entered the car itself which was a little like Christmas morning for me. I had a certain level of expectation as to what I thought would be awaiting me. However, the reality of what I actually found turned out to be far better.

of Way (R.O.W.) and track structures to note defects (**PIC E**). The stadium seating is set up to accommodate the regular staff as well as additional riders such as a Section Foreman, a regional maintenance person or others so that they can witness the test in real time as well.



**PIC E.** (Steve Smith Photo) Geometry observation car in action

The car was chock-full of electronics, a work/observation area, a crew kitchenette, a tool room/work shop, a bathroom and a generator. The work/observation area encompassed about 25% of the rear of the car and it had stadium seating facing the rear. This is where Steve and his fellow track geometry specialist rode. As they ride they review the data in real time on multiple computer screens as well as visually inspect the roadbed, Right

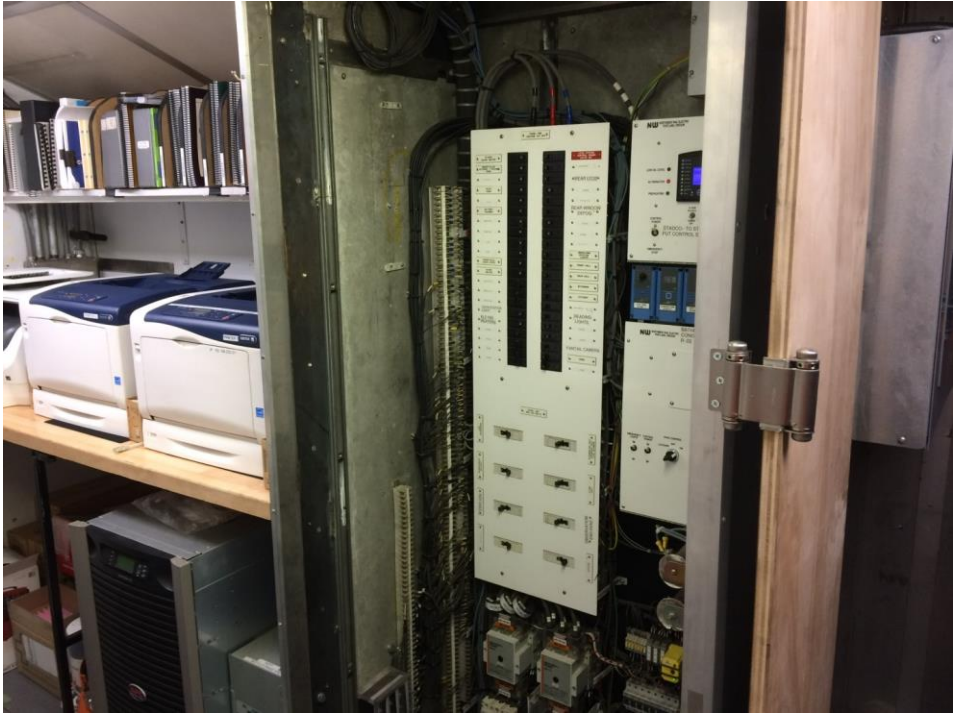
The sensor car rides in front of the geometry car. The equipment contained in both of the cars consists of an amazing array of cabling and electronics. During the runs it all bounces along in a manner you'd assume would destroy the delicate equipment. On the geometry car, the nerve center of the equipment is located immediately behind the wall at the back of the top tier of the car's seating area (**Cover Photo**). As I stood



staring, gape-mouthed, at the computer rack I glanced to my left and found the power distribution panel. Continuing to swivel around I noted that, behind me, was the car's print shop (**PIC G**)

the printer, they have to be gathered, correlated, a cover sheet added and then spiral-bound. This too is all done at track speed.

Moving farther forward in the geometry



**PIC G.** Power distribution panel and print shop

They record all the data electronically during which they are also continuously printing a hard copy in real time. If you look closely at **PIC E** you will see ink cartridges stuffed in between the printers for easy access and quick change out. You think changing the ink on your home printer is a pain, try doing it while surfing along a railroad ROW at 40 MPH. As with the generators, almost every system on board has a redundancy so that they don't miss anything when (not if) they have an equipment failure. This includes the printers. To add to the excitement, as the printouts come off

car, we enter the crew lounge/kitchenette (**PIC H**). As they run their route, Steve and his fellow crew members do not maintain a standard set of 9-5 work hours. Never do they pull off into a siding for a break or a nap. They are assigned a road unit and crew to pull them and they are out on the railroad like all other revenue consists. In other words, once they leave in the morning they work continually until they hit their destination regardless of how many hours it takes, hence the need for the kitchenette. They can't just pull off at

the local gag and puke to grab a burger.

To put this in perspective, the crew's work week consisted of the following;

**SATURDAY**; fly from Roanoke VA to St. Louis, MO.

**WEDNESDAY**; Decatur to Granit City II, which is only about 100 miles or only 5 hours. Then add to that a 50 mile round trip to Alton and back on congested lines which could easily extend the day to well over 10 hours.



**PIC H.** Crew lounge/kitchenette

**SUNDAY**; work eight to ten hours performing maintenance and final preparation for the trip which also includes loading in groceries, other miscellaneous supplies and, of course, providing yours truly with a guided tour.

**MONDAY**; STL to KC via Moberly, MO. That is about 280 track miles at an average velocity of 21 MPH (system velocity per NS website) which makes for a long 13 ½ hours.

**TUESDAY**; KC to Decatur II, which is about 340 miles or otherwise known as a grueling 16-hour day.

**THURSDAY**; Haul all your gear and equipment off the train and make the train ready to be moved to the next destination. Fly back to Roanoke.

**FRIDAY**; recuperate?

Steve indicated that they are in the process of finalizing plans to outfit a new geometry observation car. He has contributed a lot of input into its interior layout design in order to make it more efficient from a work-process standpoint as well as render it easier to retrofit as technology advances.

All too quickly I had seen all there was to see as Steve and his crew still had

several hours of work to complete prior to being able to call it a day. I took my leave and headed home to ponder all that I had learned. It was a truly unique experience. I am very grateful to Steve for his generosity and his time. Happy rails.

---

## Division Minutes

by Tom Ose

### Meeting Minutes for Gateway NMRA Board Meeting January 2020

#### Attendees:

Jim Able	DanKnipp
Willie Richter	David Lowell
Gregor Moe	Thomas Ose

#### Send current Regulations for web publication.

Since the regulations are already approved, I don't think we need to discuss this. Just send the regulations to Richard for posting.

#### Election for Paymaster

Confirmed that we need a formal election

Dan Ackmann may be a possibility

Will present and open up for recommendations at the evening meeting

Assistant Paymaster was discussed and agreed that we need to have one.

#### Fall meet 2020

*Chairman and table sales.*

Will ask for volunteers fro chairman position at evening meeting

*Raising Fall meet entry fee to \$10*

This was discussed but concerns were raised that this be may be to high

Premium could be justified because of the clinics during meet

Raising table fees was discussed and more information needs to be gathered as to what is common in the area.

Advertising was discussed and it was felt that we do not have enough exposure

and need to look at other possibilities to advertise the meet. Make sure we have

flinders at regional shows as well as hand outs directly to vendors.

*Early bird entry fee*

This was discussed but needs more definition and research

Discussion was had regarding moving the meet to earlier in the year instead of the fall.

Discussion was had regarding moving the meet to a different day and time.

#### Revisions to our Regulations regarding Officers/Board Members.

It was discussed that we need to put a Division hand book together.

Chairperson or Member should state their name when making reports or comments during the monthly meetings.

Chairperson should come up with their definition of purpose and job descriptions.

#### Add a periodic Regulations review stipulation in our Regulations

It was agreed that a regular review should be done on the regulations

Comment was given that some items may be better in an addendum then in the regulations.

#### Establish a member award named for Tim or Don or Rich.

This was agreed on to proceed

Decision needs to be made on award name

Decision needs to be made on first recipient

#### 2020 Convention

*MCoR/Gateway Division reception*

Region wants to have a special event at the convention

Possible evening dinner event at Kirkland Station

Meat for meal to be donated

sides and drinks need to be furnished

Alcohol was discussed and agreed liability may be too high and only provide nonalcoholic drinks

\$500 have been approved by the region

\$500 need approval from division membership

Volunteers will be credited 50% of the conference fee if they work at least 20 hrs.

Sponsorship/ Advertisement fee needed to cover \$6000 for Timetable/Lanyards/



Bags

Division Historian

The need was agreed upon

needs to be put in front of the membership

Hank needs to be consulted

#### **Statement of values/ code of ethics**

Covered by National

#### **Estate disposition policies/process**

Need to define a policy

reviewed by membership

#### **Reimbursement policies/process**

Eugene Koffman has been paid

Request Website/Facebook metrics from Richard

Need to be better plugged in on social sites

Reports/ metrics should be automatically generated and mailed to executive team

Dan will talk with Richard

#### **Social Media and Web discussions**

Set up a Calendar/Plan for the year. Should use Google calendar so everyone can share

Google drive should be used to retain documentation

Jim to set up new private Facebook page (members only)

Jim to set up new google account (executive team only)

Tom to set up Slack and Zoom accounts integrated with Google account so everything can be in one place and shared (executive team only)

Slack and Zoom can be used to for executive meetings and discussions.

Facebook to be used to share monthly meetings

## **Meeting Minutes for February 17, 2020**

Officers in attendance:

**Superintendent: Willie Richter**

**Assistant Superintendent: Dan Knipp**

**Paymaster: Dan Knipp (acting)**

**Clerk: Thomas Ose**

**McoR Director: David Lowell**

**Activity Coordinator: Ron Gawedzinski**

**Publicity Chairman: Jim Ables**

**Membership Chairman Bill Linson**

**AP Chairman: John Carty**

**Contest Chairman: Chris Oestreich**

**Clinic:** Dave Roeder – Planning for Operations

#### **Business Meeting:**

Superintendent Willie Richter called the meeting to order. There were 26 members and 1 guest present.

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

Minutes from the October 2019 meeting were available for review prior to the meeting start. Minutes were

approved as written.

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

Dan Knipp reviewed Oct, Nov, Dec and Jan and were approved.

#### **Merchandise Report**

We have a 33" wheel sets and NMRA gauge standards gauges available.

#### **RPO Report**

April 1st 2020 is the deadline for submissions to the next edition.

#### **Directors Report**

David Lowell presented his report attached.

#### **Achievement Program (AP) Report**

Nothing to report.

#### **Publicity Chair Report**

Jim Ables reported that the St Charles show had a good turn out and we signed up 1 new member and have an email for another. Next active show will be in May.

#### **Outside Activities Report**

Jim Ables reported that there will be a tour of the Berninger Library on April 4th 1-4pm. This is a research library from 1820 to Present.

#### **Operations Chair Report**

Nothing to report

#### **Old Business**

Don Ayres: Sale of his estate items brought in \$7240 for the organization

Jim Ables thanked all that helped tear down the layout and clean up.

Paymaster: Ballots have been mailed out.

Conference Update:

Volunteers are needed July 12-20 in the following areas

- Registration first 3 days
- Silent Auction Room Monitor
- Tour Bus Captains
- Contest Room Monitors
- Audio Visual

Compensation will be \$10 per hour to either a credit or Division. Personal credit exceeding the entry fee will be credit to the division.

Name badges are part of the Registration

### **New Business**

Annual Membership Report:

Jim Ables reported that overall membership is up but attendance has declined

Member Only Facebook Page:

This was presented but did not receive a lot of support

Will revisit at a future date

MCOR member event at 2020 convention:

Dave Lowell proposed a \$500.00 expenditure for Co-Hosting with the Mid Continental Region for

a members only event during the convention

Second by Walter Brennan and approved

Board Meeting:

Distributed minutes were discussed

There will be quarterly board meetings

Establish a Division Historian

This was presented and opened up for discussion and suggestions.

More details will need to be developed.

Other

Robert Miller suggested that we prepare a Train Engineer Certificate for kids that come to our show table and work the display. Open for discussion

Walter Beckmann is taking orders for the new shirts

A Module or Diorama contest was discussed but needs further refinements.

### **Announcements**

2020 NMRA Convention Registration is open at [gateway2020.org](http://gateway2020.org) (\$150.00)

### **Upcoming Clinic**

March – Ryan Crawford – Gateway Western a regional for the 1990s

April - Open

***We are looking for more clinics either full or 15 minute ones.***

### **Drawings**

50/50 winner: Glenn Kaposhe Gift Card  
winner: none awarded

Meeting adjourned.

Respectfully Submitted,

Thomas Ose

Clerk, Gateway Division

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## **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., July 20, 2020**

**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 17, 2020**

**Gateway Division Meeting**, VFW Hall, O'Fallon, IL, 7 p.m. Sun. thru Sat., July 12-18, 2020

### **Sat., August 29, 2020**

**Boeing Employee Railroad Club Swap Meet**, Greensfelder Recreation Center at Queeny Park.

### **Sat., September 19, 2020**

**Decatur Train Fair**, Decatur Civic Center, Decatur, IL.

## Mon., September 21, 2020

**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 10 & 11, 2020

**30th Annual Greater St. Louis Metro Area Train Show**, Sponsored by the Mississippi Valley N Scalers LLC, Saturday 10 am - 4 pm, Sunday 10 am - 3 pm, Kirkwood Community Center, 111 S. Geyer Road, Kirkwood, MO 63122. Admission for adults \$7 All kids and students with ID age 25 and under are FREE!

## Mon., October 19, 2020

**Gateway Division Meeting**, VFW Hall, O'Fallon, IL, 7 p.m. Sun. thru Sat., July 12-18, 2020

## Sat., November 7, 2020

**Gateway Division Fall Meet**, train swap meet, 9 am – 3 pm, Trinity Lutheran Church, 14088 Clayton Rd, at Woods Mill Road (Hwy 141), Ballwin, MO (West St Louis County), Admission \$7.00, children under 12 free

## Mon., September 21, 2020

**Gateway Division Holiday Party**

### **Cancellations:**

**NMRA National Train Show and Convention**

**NRHS National Convention**

**Gateway Division June Meeting**

## RPM St. Louis Meet

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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)**

Tom Ose

### **Paymaster (Treasurer)**

Position open pending election

### **Division Director**

David Lowell

