

# RPO

Volume 21, Number 3  
Fall 2013  
[www.gatewaymra.org](http://www.gatewaymra.org)





**Fall 2013: Volume 21, Number 3**

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Editor: John Carty

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## On The Cover

*photo by Richard Schumacher*

A pair of views of Venita Lake's craftsman entry in the 2013 Gateway Division Kit Bashing Contest. Complete results begin on page 8.

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## Superintendent's Desk

*by Tim Stout*

As I write this column it feels like July outside today – hot and humid – chance of thunderstorms. Doesn't feel like Fall yet, but it's just around the corner and with it – train show season. So far this year we had the portable layout at the RPM meet, GATS show in Belleville, and the Boeing show to name a few. Thank you Don Ayers for lining up the tables at the shows and thanks to all of you who have volunteered your time to work the table at the shows so far this year. Your help is greatly appreciated.

Coming up the first Saturday in October - we have the Joint Picnic with the

National Railway Historical Society (NHRS) at the Wabash Frisco & Pacific in Glencoe Mo. Hopefully you are able to make it out to see the live steam trains and enjoy the fine food and friendship. Even go for a ride or two if you like. It's a great event for the whole family including kids and grandkids.

Another big upcoming event is the Fall Meet scheduled for Nov 2<sup>nd</sup> at Trinity Lutheran Church in Ballwin Mo. This is another family oriented event that has something for people of all ages. There will be clinics, swap tables, vendors, and layouts to see as well as the contest room which is always full of excellent models displaying the creativity and ingenuity of our members. Thanks to Brian Post for handling the table sales to vendors, Dave Roeder for lining up the evening layout tours, Phil Bonzon for lining up Clinicians, John Carty for working the model contest, Hank for ordering the tables needed and everyone else that helps make the Fall Meet a success. I couldn't do it without their help. This is a Division function and it takes many people to make it run smoothly. Please bring your models to show off. I hope I see some of the excellent models that were just entered in the contest we had at the September meeting. Read more about that in Phil's article.

Don't forget the November 16<sup>th</sup> meeting at Trinity Lutheran Church is the Holiday party. Save the date!

Another big event that should be complete by the time this publication reaches you is the new Gateway Division website go-live. So far Richard Schumacher has spent about 300 hours creating the new site and moving content from the old site to the new site. Stay tuned for more on this as additional content gets added. A big

thanks to Richard for all his time invested in this project so far to make the new site a reality. I also need to thank the other volunteers that have spent hours collecting and formatting information for Richard to add to the site.

Part of the new website is going to be a directory of layouts in the greater St. Louis area. There will be an on-going process of adding narratives describing the layouts - and updated photos of layouts on the current website and new ones in the area. Brian Post is going to be calling members to get the information for the narratives so please tell him about your layout when he calls. If you haven't thought about the story for your model RR existence - now is the time to start thinking about it. (There are no wrong answers to this question) As the narratives are compiled they will be added to the website and if no current photos exist - they will be added at a later date.

Lastly we are working on compiling a new Division Directory of names and phone numbers. Due to legal issues this will be "opt-in" only so if you want your name in the new Directory you will have to tell us it is OK to print your information and what you want printed. Hank has been signing up members at meetings and there will be a letter mailed to the remaining members in the future. Please respond to the letter if you want your name to appear in the directory so other model railroaders in the area can contact you.

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## **Under the Wire**

*by John Carty, Editor*

First school started, and now autumn has arrived. Now is the time for me to spend some quality time with the kids,

with a portion of it consisting of modeling and being around the layout. Earlier in the year, I asked that each member submit at least one item to be published in the RPO. While I have not yet received submissions from everyone, the RPO has featured a respectable portion of the membership of the division this year. Thank you. Soon the Fall Meet will provide an opportunity for us to share our efforts with the community. Every member has an area wherein he excels, and the Meet provides an opportunity to put such efforts on display. We have experienced good participation in the contest at the Meet over the years, but as the Contest Manager, I would like to see more members submit entries. This is an opportunity to display efforts that often stay hidden in basements.

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## **Builders & Buyers**

*By Dave Roeder MMR*

The shift from “builders to buyers”:  
As a NMRA member, I have attended regional conventions in the Midwest area for the past 8 years, entering an average of 25 models in various categories. In 2006 there were 175 entries in the Mid Continent Region model contest. This number has declined over the years to around 80 models or less. As the participation has decreased, so has the competition. As an example: In 2010, I entered 31 models and took 12 awards. This was due to the number of entries I brought and the lack of competition from others, not only in quantity, but also in quality. NMRA contest judging rules and the entry forms are published on the national web site where anyone can access them. If a model is built with care and the forms are filled out, it can place in one of these contests. I have entered freight cars taken off of my

operating model railroad – cars that were shake the box kits with only weathering and detailed loads. These models have taken first, second and third place awards simply because there were too few entries in the class.

Another connection to the “builder to buyer” scenario can be seen at the numerous train shows. If you are a buyer, then things are looking up. If you are a builder & have been to a few in the past 3 years, you may have noticed a shift to more and more ready to run items. Adding insult to injury from my point of view is the “factory weathering” on cars, locomotives and even structures. Try to find detail parts, paint, and craftsman kits or scratch building supplies. The loneliest vendor is the person trying to sell old brass steam locomotives which have been rendered obsolete by the newer technology & ready to run, highly detailed items. Buyers are now accustomed to DCC and Sound on every piece of motive power.

If there is one bright spot for the builder, it has to be the Railroad Prototype Modeler [RPM] groups which continue to draw interest from builders & encourage modelers at all skill levels to bring out models for display. These are events where builders can engage others in a low key social event with no paperwork or judging. Clinics on a wide variety of topics are very popular and are well attended. These meets also put builders in contact with the many small vendors who provide the detail parts and supplies now lacking at the average train show. The RPM meet in St. Louis [Collinsville, Ill] was ranked 3<sup>rd</sup> behind Chicago and Cocoa Beach Florida in a recent issue of Model Railroad Craftsman magazine.

There are many ways to enjoy the hobby of model railroading and it appears that the builders have been

moving away from the more structured contest /judging to the RPM meets

where displaying models and attending clinics provide the key to enjoyment.

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## **Famous Barr Layout Moves to New Home**

*by Moe Berk*

The American Flyer S Gaugers of the St. Louis Area (AFSGSLA) model train club installed and maintained a large Christmas train layout in a display window of a downtown St. Louis department store beginning in 1988 and lasting until 2012. The store, known in 1988 as Famous Barr, was the flagship store for the May Department Store System until the May System was sold to Macy's in 2006. It had been apparent to the membership of AFSGSLA, even before the sale of Famous Barr to Macy's, that the viability of the downtown location was problematic as the store had shrunk from eight floors down to three. There was hope that Macy's might try to revitalize the St. Louis store because our club was asked about installing the Christmas layout into a different window for the 2013 season. However, the layout would not fit nor could it be retrofitted for the proposed window. At Macy's request, a committee of AFSGSLA members designed a new layout and developed a budget for a new 2013 layout for the proposed display window

Approval of the new layout never came as Macy's announced on 21 May 2013 that the downtown store would close. Thus AFSGSLA's annual Christmas gift to the community and a 25 year tradition was ended. One week later an article appeared in the [St. Louis Post-Dispatch](#) questioning what might happen to the Christmas layout. Members of the Senior Advisers group of AFSGSLA, which acts much like our executive

committee, had already begun contemplating what to do with the layout, its structures, and its trains in as much as the Club owned the layout. Nevertheless, we were overwhelmed by the number of inquiries and expressions of interest hoping to take possession of the layout or provide a home for it after the newspaper article ran.

The Senior Advisers decided that a number of those organizations which had expressed interest would be sent a request for proposal asking for responses specifying what each organization would do with the layout, how it would put to use, what security arrangements would be employed, and how and where it would be stored and maintained. There were a number of qualified responders making the decision regarding what to do with the layout very difficult. Ultimately, the decision was made to transfer the layout to the nationally acclaimed Museum of Transportation in St. Louis County.

The layout was removed from the Railway Exchange Building where it had been stored during the off-season for the last several years and where the Macy's, and before that Famous Barr, store had existed since early in the twentieth century. The layout was moved with the help of a Macy's provided truck and moving crew to the Museum on 30 July 2013, without incident. The Museum now plans to refurbish the layout and display it this year at Christmas time.

It's just for the fun of it!!!

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# New and Updated GatewayNMRA.org Website Now Online

By Richard Schumacher

After nine months and hundreds of hours of work, I am proud to announce that the new **GatewayNMRA.org** website is now online. This major update is the third version of the GatewayNMRA.org website, and represents the site's second major revision in its fifteen-year history (the previous major revision was after the 2001 St. Louis National Convention). All of the content from the previous version of the website has been individually recreated on this new site. It includes:

- 366 pages and articles
- 1,979 unique photos and images
- 66 photo galleries
- 26 article categories
- 55 pdf back issues of *The RPO*
- for a total of about 18,464 files

## Why A New Site

This major project had to be done. The old site was based on a publishing platform that had been discontinued for a few years and was about to be no longer supported by our hosting provider. I also had major problems making even simple site updates (which is why you didn't see a lot of updates recently), as the publishing process randomly just didn't work - requiring time-consuming problem solving and emergency site fixes. The publishing also only worked from one (old and slow) computer, requiring all updates to be made from that single system. So there was a need to fix these problems, but also an opportunity to do something much better at the same time.



## Simply a Better Design and Experience

So this revision looks towards the future. Since the site had to be re-engineered, I also updated and reorganized the structure of the site and its navigation to make it easier to use. The site is now on a content management system, allowing updates from anywhere in the world and by multiple people. I went with a modern, clean site design. It's also a "responsive" design - providing an excellent experience on mobile devices like phones and tablets as well as desktop and laptop computers. Images have been optimized in file size so they load quickly. Many of the time-consuming publishing tasks have been automated and simplified (so updates can be made quicker and easier). Articles and announcements can now be setup in advance and scheduled to automatically publish at a specific date and time. The site runs from new, performance-tuned hosting. And you can now interact with us using the commenting feature on every article.

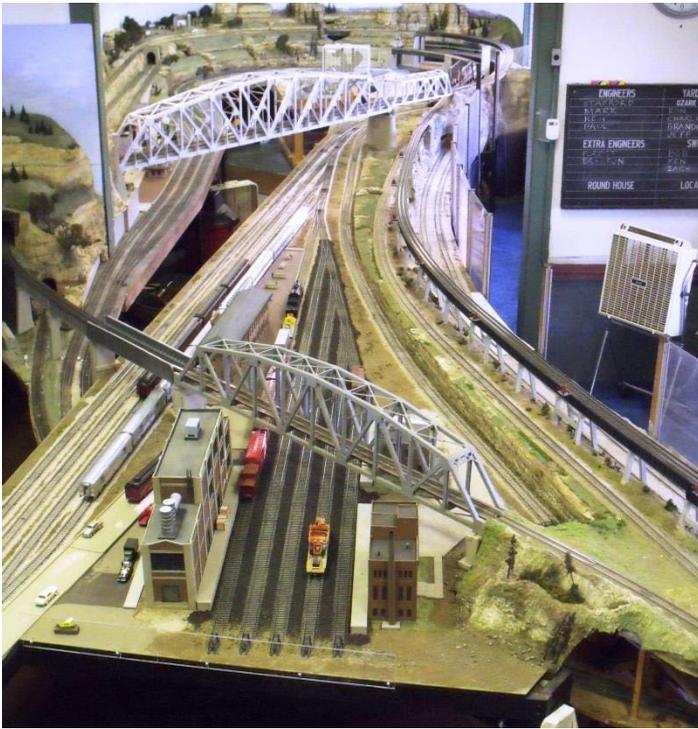
New Organization and Features  
Look at the **Blog** to see the latest articles and announcements (in newest to oldest order). If you want to find articles by a specific topic, the **Article Library** shows you them that way. Just want to look at pretty photos of pretty model railroads? Click on the **Layout Photo Tours** to see hundreds of beautiful layout photos. And the new system automatically updates each of these article categories when new articles are added. Find related articles by clicking on the tags at the bottom of each article or in the related item right sidebar. Want an email sent when new articles and announcements are added?

Subscribe to our **email website update notices**.

Your old favorites are still here too. Read about the many **Gateway Central Project Railroads** (small model railroads you can build). Find photos of buildings, interiors and signs to download and print for your model railroad. Look at the photos of the 4'x8' Missouri Historical Society Model Railroad Layout built by the Division. Page through **The RPO** online. And plan to attend a **Division Meeting or Event** or our **Annual St. Louis Train Show**. Enjoy our new site. Tell others. And let us know what you think. Please share our **Gateway to Model Railroad Fun**.

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## Big Bend Railroad Club



*by Kenneth Rimmel*

Nearing completion from a total rebuild begun about two years ago, the largest yard of the Springfield & Ozark Railway is a focal point for the oldest model railroad club in the St. Louis area, the Big Bend Railroad Club. The club has been located inside the former Frisco depot in Webster Groves, MO since 1938 and purchased the building in 1994 to save it from demolition. The club still meets on Tuesday nights with public run nights on the first Tuesday of the month and extra Tuesday and

Saturday afternoon days in December. Membership dues are inexpensive and there is no fee to watch the trains run. For more information check our web page at [www.bigbendrclub.org](http://www.bigbendrclub.org), Facebook, or email to [secretary@bigbendrclub.org](mailto:secretary@bigbendrclub.org).

## 2013 Gateway Kit Bashing Contest

by Phil Bonzon MMR

Photos by Richard Schumacher

Another successful Gateway kit bashing contest has concluded and this contest really had the members thinking outside the box. There were some really terrific models built by the members, showing a lot of imagination. This year's contest allowed for the use of additional materials, besides what came with the kit. The only restriction placed on the contest model was that the base could not be more than one square foot in area, but could be made up of any dimensions as long as the one square foot area requirement



2nd Place Novice (tie): Bonnie Moe (above) & Mark Schuerman (below)



by the membership for the contestants and their wonderful models.

was not exceeded. The contest was divided into two categories "Craftsman" previous contest awards and "Novice" no previous contest award, also prizes given in both categories for 1<sup>st</sup> and 2<sup>nd</sup> Places.

Last May the "Grandt Line - Reese Street Row Houses kits" were distributed to the membership in both HO and N scales, along with contest rules and kitbashing suggestions. The Grandt Line kit was chosen because it was offered in both HO and N-scales, it was adaptable to kitbashing and Grandt line, very kindly, offered Gateway a generous discount on the kits. A \$5.00 deposit was required from the members for each kit, which would be returned when the model was submitted for the contest. It was hoped that having a returnable deposit would encourage members to return their models for the contest. Thirty-six kits were distributed in May and thirteen were returned for the contest in September, so the deposit really had no effect on the contest entries.

**Awards:** 1<sup>st</sup> Place- \$25.00 Mark Twain gift card and 2<sup>nd</sup> Place- \$10.00 Mark Twain gift card

After the awards each modeler presented to the membership how they conceived and constructed their model.

A hardy round of applause was given



1<sup>st</sup> Place Novice: Tom Conboy

My inspiration for the kitbashing contest build comes from a drawing found in the March 2013 issue of the NMRA Magazine ("Elliott Electrical" p. 32-33). I really liked the looks of the structure, but I had to modify the structure



dimensions listed on the plan to fit the wall components of the Grandt Lines kit.

My vision for the finished building was to represent an abandoned structure once served by rail,



but now fallen into disuse and disrepair. A new tenant has purchased the building, but repair and restoration have not yet taken place.

I used most of the original kit components, but I also included several other items. The concrete block foundations come from Monster Model Works, and the roofing material are printed images from the Clever Models DVD, "The Complete High

Resolution Texture Collection." I used a photo inkjet printer to print the tar paper and sub roofing. I also used strip wood for the roof trim.

The kitbashed structure is named after Ed Traxler. He is an O scale modeler from

Lugoff,  
South  
Carolina.



Novice  
Entry of  
Jeremy  
Janzen  
(left)



Novice entries of Dave Lyon (left) & Larry Wodell (below)



Novice entries of Jon Marx (above) & Steve Brawley (right)



Craftsman entries of Mike Mason (left) & Gregor Moe (below)





1<sup>st</sup> Place Craftsman: Ray Jones





2<sup>nd</sup> Place Craftsman: John Carty



The Clairway Inn and Seppi's Market both graced Ridge Ave. in East St. Louis in the 1950's. I used the houses in the kit to fabricate the pair, which will stand between the tracks and the fascia of the layout. I started by measuring the space and the kits.

Clairway Inn consists of a pair of the houses trimmed to create the two-story building. The rear wing consists of a pair of the longer lean-tos with the end and roof pieces trimmed to match the width of the main structure. Apartments commonly could be found above businesses, so I added the front porch using the wooden walks and lean-to roof from the kit along with railings and spindles from the parts box. I cut the main supports for the gallery from 1/8" strip styrene. The rear porch for the apartment consists of kit parts, items from the spare parts box, strip styrene railings, and a Central Valley staircase. The building received two coats of yellow spray paint, while I painted the windows and trim white and the roof black.

Seppi's Market used the remaining house with lean-tos added to the rear and side. I added an apartment for a clerk using dormers from the IHC Hardware store kit. The building was sprayed Ivory, while the windows and trim received red paint. I gleaned the front details from Dan's Fruit Market.

I lettered the main signs of each building using Microscale and Champ decals along with the IGA logo from a set purchased from one of the Eastern divisions. Advertisements came from the internet and from the City Classics Supermarket kit. The vehicles are by Woodland Scenics and Metal Works, while the figures were purchased unpainted from Preiser. I dry brushed acrylic paint to simulate weathering.

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## 2013 Gateway Paper Diorama Contest

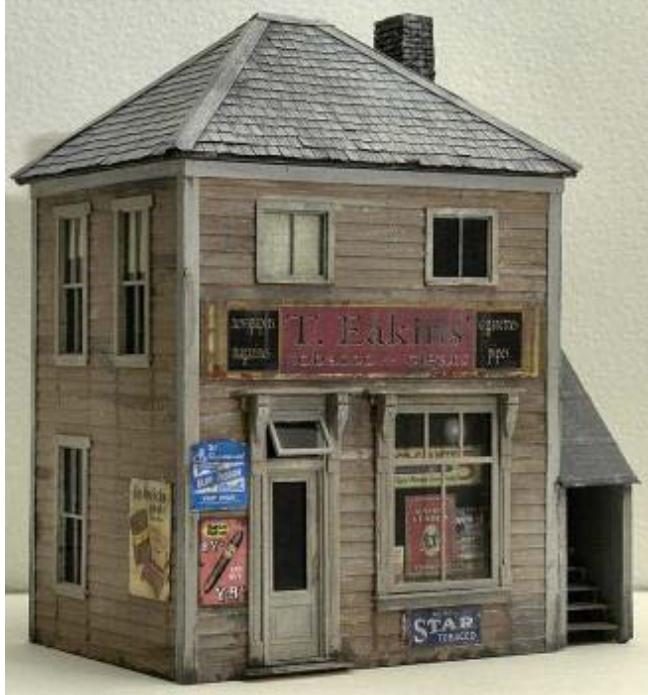
by Phil Bonzon MMR

*Photos used with permission of Troels Kirk*

This year, to make things a little interesting, we are having two building project contests; only this time we are not giving out kits to be bashed, instead at the Gateway August meeting the membership was give the rules, suggestions and examples of other peoples work. This time we are not just building a structure, we are building a diorama using paper products as the construction material. There are a few exceptions to the paper products and they are stated in the rules. As a carryover from our 2013 kitbashing contest, the diorama base is limited to a maximum size of one square foot and we will be retaining two contest categories

“Craftsman”, previous contest winners, and “Novice”, no previous awards. This contest should really get the members thinking outside the box with skill and imagination paying off.

To assist in the diorama’s construction, besides distributing the rules, suggestions and examples at the August meeting a copy of Brooks Stover MMR’s 2012 MCoR Convention’s clinic on “Building with Inexpensive Materials” (paper products) was distributed. Also Dave Roeder MMR gave a clinic at the



Gateway February meeting on building his great paper buildings.

*2013 Gateway Paper Diorama Contest Rules*

**Contest Judging: December 16, 2013, Gateway Meeting (Trinity)**

### **Instructions and Rules:**

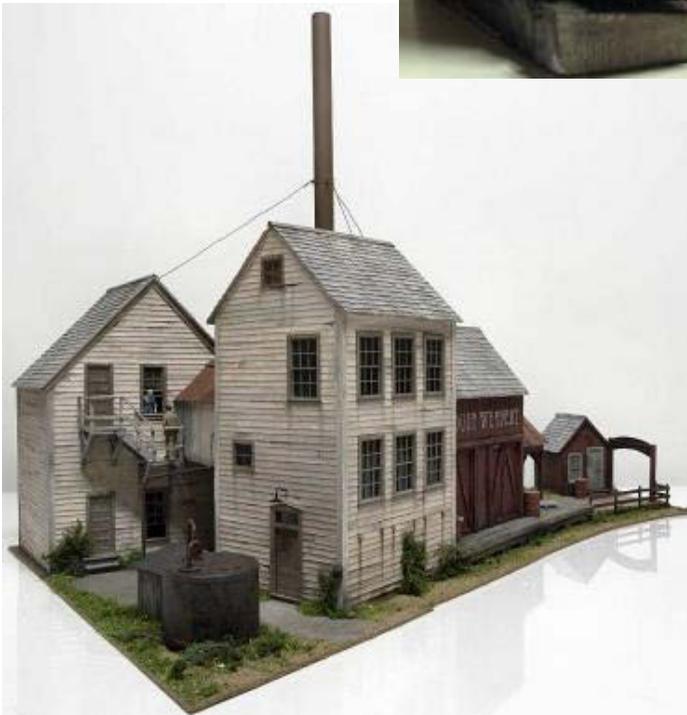
1) The diorama may be built to any scale and is to be constructed from paper products, i.e., newspaper, paper bags, letter paper, card stock, matt board. Strathmore board, cardboard, corrugated cardboard, foam board, etc.

Wood strips maybe used for internal reinforcement. The base may also be built using plywood or foam board insulation and clear styrene and/or glass may be used for glazing the windows. The windows may be commercial products made from any material.

2) Any form of glue/adhesive may be used, as well as paint and/or stain.

3) The diorama's base must not exceed one square foot (144 sq. inches) and can be any combination of dimensions that equal one square foot. The diorama height must not exceed two feet (24").

4) A computer may be used to make building components, i.e., brick patterned walls, roof singles, windows, doors, signage, etc.



5) A background may be used, but must fit within the diorama's dimensions.

Backgrounds maybe photographs, paintings, sketches, mirrors, etc.

6) The use of scenic materials is open, i.e., (Woodland Scenics, Express Trees, Etc.,) lichen, blended turf, fine turf, foliage clusters, ballast, tailings, figures, track, small detail castings, automobiles etc.

7) You may include model railroad cars that you built from paper

products and you may use commercial trucks and couplers on them, so that they can be functional.

8) Modelers supply their own material for their diorama. The Gateway Division is not supplying any of the materials.

9) There will be two judging categories for the contest, as we have had for our kitbash contests. "Novice" category is for those that have not been award winners in our kitbash contests and "Craftsman" category for those that have received awards in our kitbash contests. First and Second Prizes will be given in both categories. Judging will be by popular vote and AP merit judging will be available. If you wish AP merit judging, please inform Phil Bonzon prior to meeting.

10) Have fun, think outside the box. There was a time when a lot of our model railroad cars and structures were paper products, so we are taking a trip down memory lane with this contest.

11) Here are some Internet links that might be helpful:  
<http://www.modeltrainssoftware.com/> ,  
<http://www.illinoishistory.gov/ps/constru>



[ct\\_mainstreet.htm](#) ,  
<http://clevermodels.squarespace.com/models-gallery/> ,  
<http://www.disneyexperience.com/> ,  
<http://paperbrick.co.uk/index.php?action=showpdf> ,  
<http://coastline.no13.se/#category0>

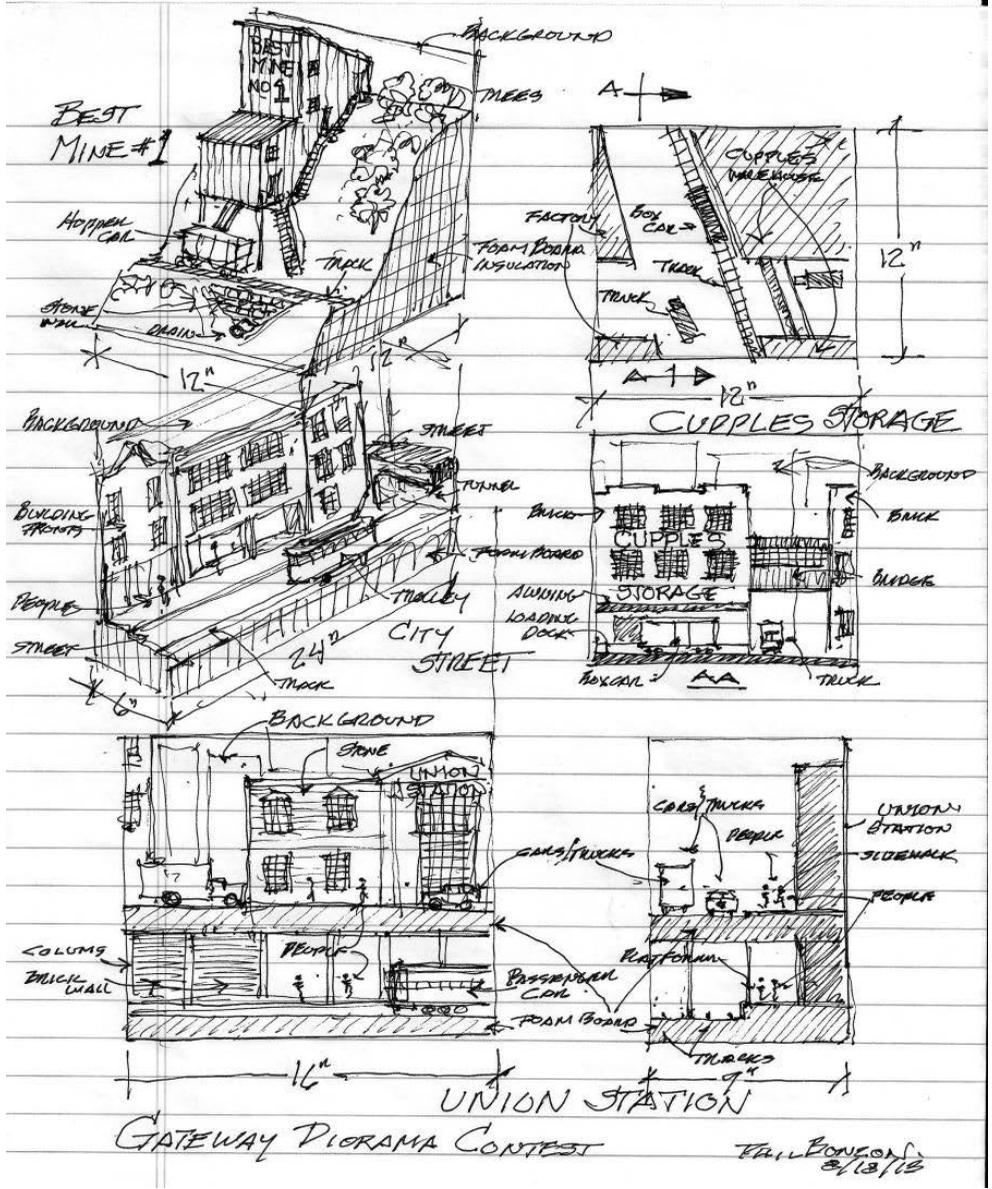
The coastline site is the site of a fantastic Danish artist, Troels Kirk, that

builds beautiful paper structures for his model railroad.

**Diorama Suggestions:**

My suggestion is look at Troels Kirk

work, have fun, think outside the box and bring a fantastic model to the December Gateway meeting. I know you can.



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# Building Award Winning Engines Part 1

by Phil Bonzon MMR

## **Research – Winning it starts here:**

Study prototype photos in books and on the Internet.

Two excellent sites or prototype photos are:

[www.american-rails.com/index.html](http://www.american-rails.com/index.html)

[www.northeast.railfan.net/home.html](http://www.northeast.railfan.net/home.html)

NMRA Kalmbach Library [KMLresearchdesk@aol.com](mailto:KMLresearchdesk@aol.com) is a good source for photos and drawings.

Study the NMRA Judged Contest rules

<http://www.nmra.org/convention/contests/modelcontest.html>

Review photos of past contest winners.

You need to determine the main characteristics of the prototype and compare them to the models available.

Depending on the models available and how much modification you feel like doing, you can either just capture the principle characteristics of the prototype or make a every close copy.

## **Building – You win here:**

Photograph each step of construction to show how it was built.

If you make a drawing or build a fixture to make a part, include them in your submittal.

Document everything, prototype photos/drawings, how you constructed it, detailed, finished, how it conforms to the prototype and list everything that you scratch built.

If something is not up to par, redo it. Remember the highest merit score wins in a merit judged contest. If you are building only for the Achievement Program then you only need a 87.5 merit score.

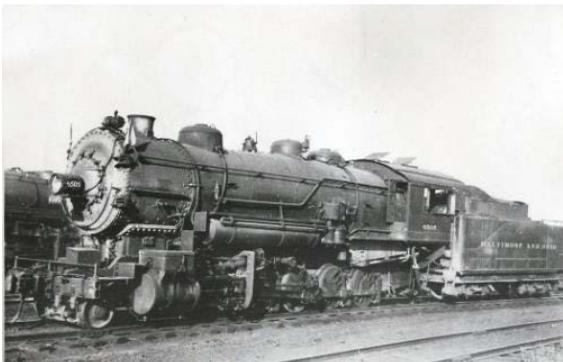
**Finally, approach building engines as a series of small projects, not as a large complicated project, because you could be overwhelmed.**

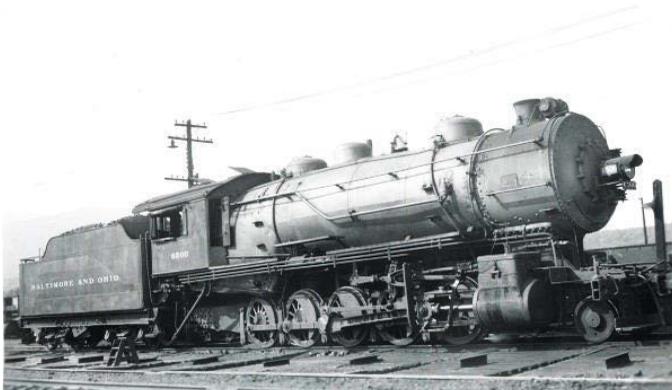
**Now for my three award winning engines that swept the 2012 NMRA National and how I built and documented them.**

### **B&O 2-10-0 Class Y #6500**

The B&O obtained their decapods with the acquisition of the Buffalo, Rochester and Pittsburgh Railroad. The engines were very powerful, but too slow for mainline service, so were used for hump service and ore switching. Built during 1907-1909, they were retired in the early 1950's.

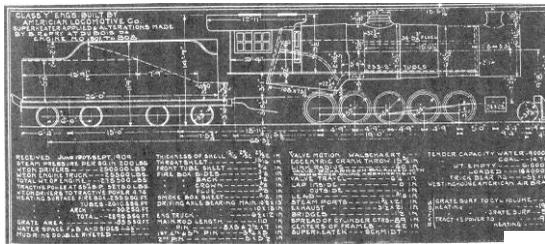
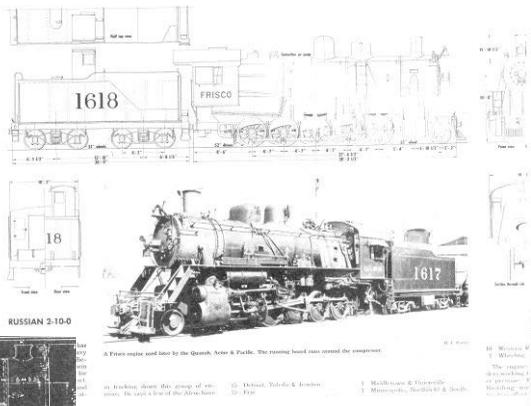
When I saw this engine in the book "Baltimore & Ohio Steam





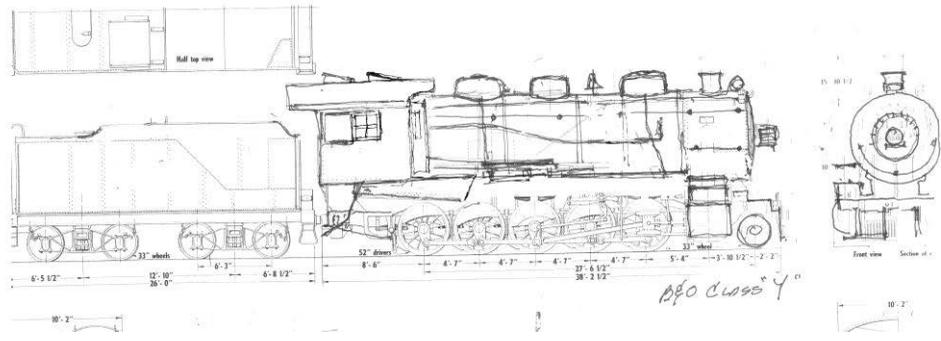
Engines - The Last Thirty Years, 1928 –1958,” I decided I had to have one. The only problem was it had never been offered commercially, not even in brass. My only option was to build one. The Frisco “Russian” 2-10-0 compares closely with the B&O Class Y 2-10-0, in that it has the almost the same driver size, wheel

spacing and valve gear. Bachmann’s “Spectrum” series produce a nice HO-scale model of the Frisco “Russian”, which I found on EBay for a reasonable price. The Bachmann engine would provide the motor, frame, drivers, valve gear and pilot truck with the remainder being scratch built.



Frisco 2-10-0 Drawing

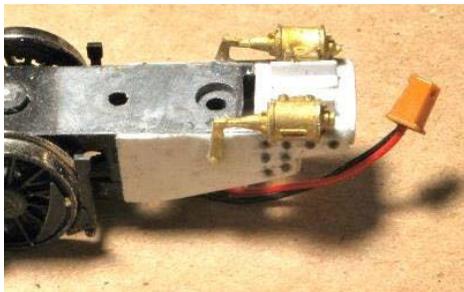
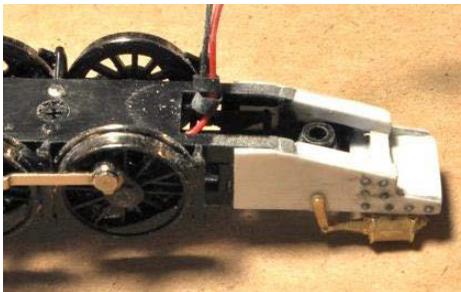
B&O 2-10-0 drawing (above) & my drawing



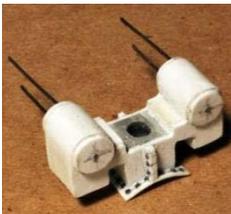
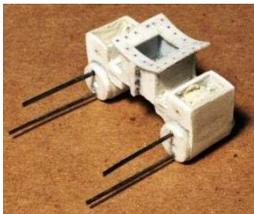
## Construction (40 Points Max. 34 Points Actual ):

### Engine

The first job is to dismantle the engine; saving the frame with its motor, gears, drivers, rods, valve gear, pilot and pilot truck. The length of the *frame was extended to match the prototype*, using styrene sheet and shapes. Holes were drilled in the sides of the frame extension to accept Grandt Line 17/8" BNW (#5101), which were bonded in place with Plastic Solvent adhesive. The end of the Bachmann frame was filed to match the contour of the prototype. Cal-Scale brass cylinders (#BC-219) were attached with CA adhesive.



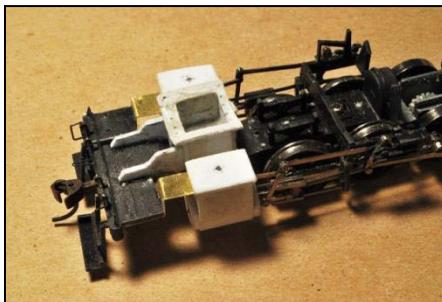
The *fabrication of the cylinders* was next in order. The cylinder's main section was cut to size and shape from .040" styrene sheet and bonded together with Plastic Solvent cement. The cylinders were made from 11/32" styrene tubes, cut to length, then the ends capped with .040" styrene sheet, which were cut to fit over the tube ends and bonded with Plastic Solvent cement. The underside of the cylinder's main section was filed to accept the 11/32" styrene tube cylinders, which were bonded in place with



Plastic Solvent cement. A wrap of .020" styrene sheet was wrapped around the cylinders. The saddle and vertical joints were made from .020" styrene sheet with Grandt line 17/8" BNW (#5101) applied with Plastic Solvent cement. Appropriate size holes were drilled in the cylinder end caps to accept the crosshead guides, the

crosshead steam rod and the valve gear rod. The Crosshead guides were bonded in place with AC adhesive. Finally the tops of the cylinders were capped with .040" styrene sheet

The cylinder assembly is placed on the modified Bachmann frame to make sure the valve gear and rods worked properly. Pilot braces were made from .060" styrene sheet and bonded to pilot with CA adhesive. The steps were made from .005" brass sheet, cut to size, bent to shape and bonded to pilot with CA adhesive.



Even though I usually work in styrene, I decided to scratch build the boiler from metal, this time, to gain the extra weight.  $\frac{3}{4}$ " copper plumbing pipe was selected for the basic boiler shell because of its close size to the prototype's smoke box diameter. The pipe



was cut to length and the bottom was opened to fit over the Bachmann motor mount casting, using a Dremel cutting wheel. The cut edges were clean-up with a flat file. Card files were used to make paper patterns for the boiler wraps. The wraps were made from .005" brass

sheet, cut to match the pattern and then solder to the copper pipe. Where additional thickness was needed, spacers made from pieces of the copper pipe were used between the pipe and the brass wrap. The wraps were trimmed to fit and any gaps filled with solder.

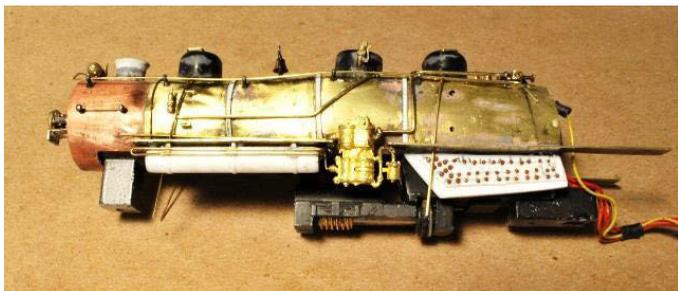
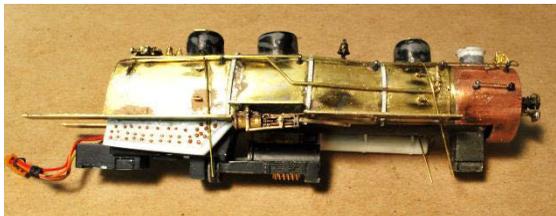


The piece removed from the boiler was trimmed, with a razor saw, to fit the Bachmann motor casting and the edges clean up with a flat file. It was fitted to the motor casting and the boiler and then bonded to the casting with CA adhesive. The gap between it and the casting was filled with plastic putty. .020" styrene sheet was used to simulate the ash pan sides and bonded to the casting with CA adhesive. Lagging straps



made from .010" x .020" styrene strips were bonded to the boiler bottom with CA adhesive.

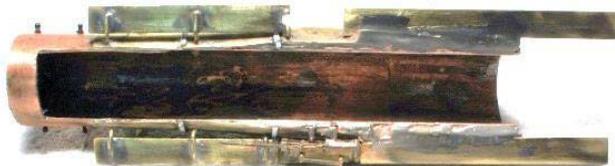
The air tank was made from a styrene tube with the ends capped with styrene sheet, the brackets made from .010" x .020" styrene strip and various thickness of styrene, bonded together with Plastic Solvent cement and bonded to the underside of the walkway with CA adhesive. The air piping was formed from .020" brass rod and soldered to brass brackets and the walkway. Feed water piping was formed from .032" brass rod, soldered to Cal-Scale injectors (#190-262) and the vertical check valves (#190-265).



Lagging straps were made from .010" x .020" styrene strips, cut to length and bonded to boiler with CA adhesive. The domes were removed from a scrap plastic boiler and the dome bottoms reshaped with a half-round file,

finally bonded in place with CA adhesive.

The walkways were cut from .040" brass sheet and their support brackets made from .032" brass rod, bent to shape and soldered to walkways. Holes for the walkway support brackets were drilled into the boiler and soldered to the boiler.



Appropriate sized holes were drilled into boiler for the handrail posts, pop valves, sand pipes, bell, whistle, steps, power reverse, feed water check valves and generator. The

handrails and sand pipes were made from .020" brass rod.

Grab irons were made from .016" brass rod and applied to the sand dome sides.

The headlight has a surface mounted LED held in by the lens made from "Testors' Window Maker".

The smoke stack was made from styrene tubing with the lip formed from styrene quarter round and plastic putty. The smoke stack base was made from .020" styrene cemented to the stack with plastic solvent cement. Grandt Line NBWs were applied to the base with Plastic solvent cement. The stack was attached to the boiler with a 2-56 MS.

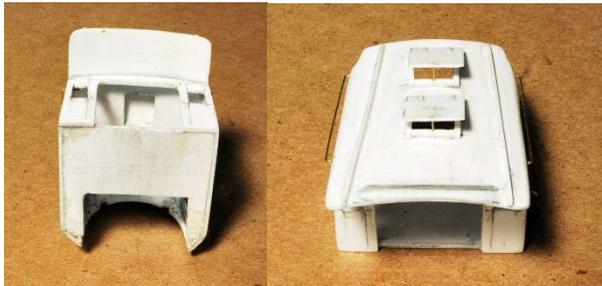
The firebox sides were made from .060" styrene sheet, covered with .020" styrene overlay and then holes were drilled for Tichy Train's plastic rivets, in two different sizes,



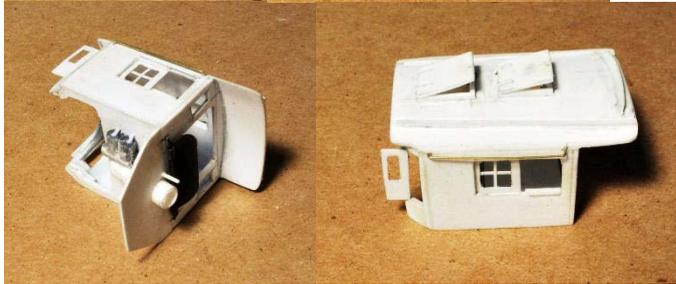
which were inserted into the holes and bonded with Plastic Solvent cement. The firebox sides were bonded to the underside of the walkways with CA adhesive.

The smokebox front was salvaged from a scrap

plastic boiler. The outer row of rivets was removed and new Tichy Train's plastic rivets were installed, as were the large hinges, which were made from various thickness of styrene sheet. The Cal-Scale classification lights (#190-312), headlight (#190-327), bracket (#190-241) and the smokebox front were installed with CA adhesive. Cal-Scale pop valves (#190-247), vertical check valves (#190-265), boiler steps (#190-377), generator (#190-211), Compound air pump (#190-347), power reverse (#190-216), bell & whistle from scrap box, Precision Scale (#31311) handrail posts and handrails, piping in various thickness of brass rod installed in predrilled holes with CA adhesive.



The cab roof and walls were scratch built from .020" styrene sheet, the cab bottom from .060" styrene sheet, cut to size and shape, then bonded together with Plastic Solvent cement. The window sash were made from .010" styrene sheet and .010" x .020" styrene strips



bonded together and to the side walls with Plastic Solvent cement. The roof gutters and hatch frames are made from .032" x .032" square styrene bar, the roof wind deflector from .010" styrene sheet, cut to size and bonded in place with Plastic Solvent

cement. The hatches are .020" styrene sheet with braces of .016" brass rod, bonded in place with CA adhesive. The window awnings were cut from .010" styrene sheet, the armrest from .020" styrene sheet, all bonded in place with Plastic Solvent cement. The cab doors were made from .020" styrene sheet and bonded in place with CA adhesive. The sidewall handrails were formed from .020" brass rod, inserted into holes drilled into the cab sidewalls and bonded in with CA adhesive.

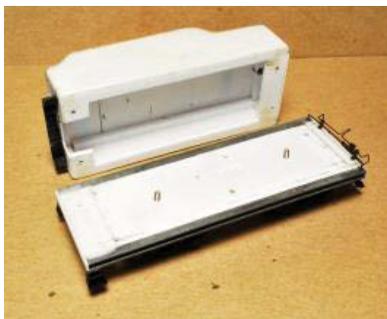
The cab was installed with a screw through the underside of the walkway, on each side, under the cab.

### Construction Tender:

The tender body was scratch built from .030" styrene sheet, while the underside of the body and the frame were built from .060" styrene sheet. Styrene "H" shapes were used on the sides of the frame. All parts were bonded together with Plastic Solvent cement. A lip around the top edge of the tender was formed from .020" annealed brass rod

and bonded to the body with CA adhesive. The steps, ladder,

water tank hatch, backup light and cut lever were from a scrap tender. The backup light was made from aluminum tubing with a surface mounted LED inside and the lens made from "Testors' Window Maker" The brake system is a Cal-Scale part (#A8-306). Micro-Mark's resin rivet decals were applied to replicate the rivets of the prototype. The tender body



is attached to the frame with four MS, one at each corner. The tender trucks are Bachmann from the scrap box.



### Electronics and Assembly:

Using the NMRA recommended practice for color coded wiring, I hard-wired the engine and tender together, installed a Tsunami NCE DCC / Sound decoder, Tsunami speaker and surface mounted LEDs, with resistors, for the headlight and backup light. Testors' "Clear Parts Cement & Window maker" was used to fasten the LEDs into the lights and form lens. I retained the Bachmann

electrical pickups for the drivers and the tender wheels. The engine and tender were assembled and test run. A new drawbar was made from styrene and installed.

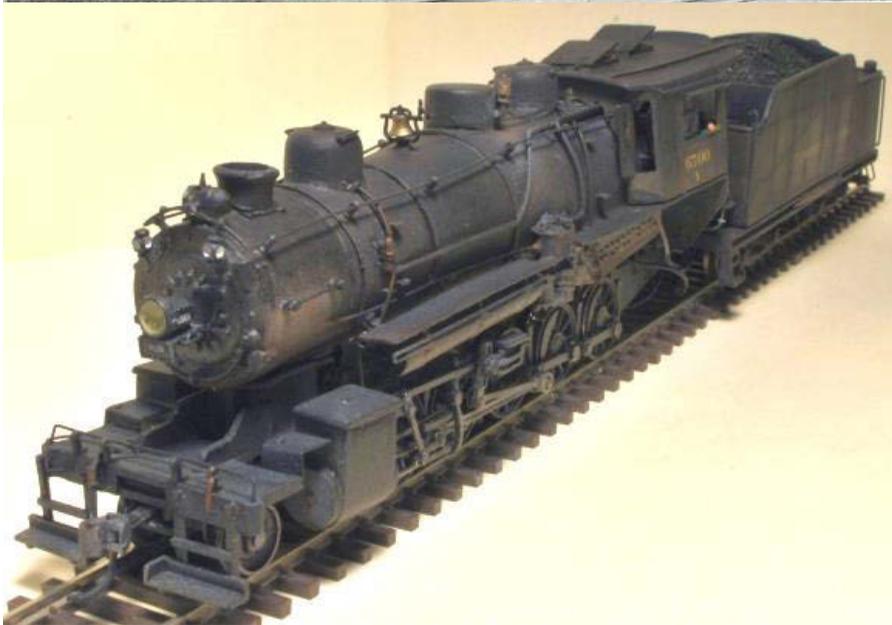
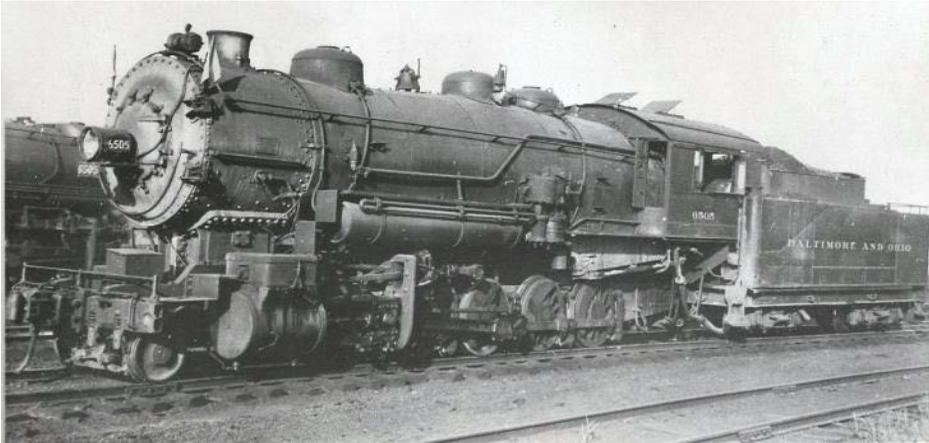
**Details (20 Points Max. 19 Points Actual):** The following details were added to the engine and tender To the engine the correct steps and walkways; air hose, cut lever; train control box; pilot braces; headlight and bracket; engine numbers on headlight; smokebox and boiler handrails; smokebox rivets; smokebox step; classification lights;



smokebox hinges; backhead details; exhaust steam pipe; feedwater check valves and piping; injectors; sand pipes; boiler steps; bell & whistle with lanyards; pop valves; generator; steam pipe to air pump; compound air pump; air tank and piping; lagging



straps; cylinder valves; brakes; stoker motor; stay bolts (rivets) to firebox; power reverse and reversing lever; cab hatches; cab roof gutters; roof wind deflector; cab awnings; cab arm rests; cab handrails and a cab deck plate; an engineer and fireman in the cab. To the tender a lip was added at the top edges and rivets added to the sides; brake and signal pipe/ hoses added; full brake details; rerailer frogs & brackets; a wood poling pole & brackets; cut lever; handrails; ladder; marker lights; backup light; coal and water



spillage on deck; a water cooler on the tender deck.

**Conformity (25 Points Max. 21 Points Actual):** The model captures the character and appearance of the prototype #6500, when you compare it to the prototype photos and drawing. All the dimensions closely follow the prototype and all of the components are

the correct type and location as to the prototype. The engine has the same cab, walkways, air tank, piping, cylinders, sand pipes, valve gear and the tender is the same size and type as the prototype #6500.

**Finish & Lettering (25 Points Max. 21 Points Actual):** All of the components to be painted were washed with warm water and a little detergent, left to dry, airbrushed with Floquil enamel "Gray Primer", when dry, airbrushed with Floquil's "Weathered Black" enamel, the smoke box and firebox were airbrushed with a Floquil enamel that I custom mixed. After drying, Floquil's "Clear Gloss" enamel was airbrushed over the area to be decaled. After drying, Microscale's decals were applied and airbrushed with Floquil's "Clear Flat" enamel. The engine numbers for the headlight were developed on the computer, printed and attached to the headlight with Elmer's white glue.

I decided to have my 2-10-0 heavily weathered representing an engine at the end of hard service. A little thinned Floquil's "Grimy Black" enamel was lightly airbrushed over the top of the engine and tender representing an accumulation of soot. A little thinned Floquil's "Grime" was airbrushed to the drivers, wheels, trucks and undersides to represent the dust and grime picked up. Floquil's "Rust" was applied with a brush to appropriate areas. A wash of Rustall's "Rust" was applied to all surfaces, and then washes of India ink, in different strengths, were applied. And, last "Doc O'Brien's Weathering Powders" from Micro-Mark were applied. Some "Clear Gloss" enamel was brushed on to the tender deck to represent water spillage. The engineer, fireman and window glazing (clear styrene) were cemented in to the cab, as was the deck plate to the cab with CA adhesive. The coalbunker was coated with Elmer's' white glue; coal added, alcohol and diluted white glue applied to hold the coal in place.

**Scratch Built (15 Points Max. 14 Points Actual):** The following are scratch built: frame extensions (8); pilot braces (2); cylinders (24); boiler (13); firebox (4); ash pan (2); smoke stack (3); cab (29); walkways (17); sand pipes (4); Lanyards (2); Power reverse lever (1); handrails (9); feedwater pipes (4); air piping (13); steam pipes (2); stoker motor /tube (5); pilot steps (2); tender body (14); tender coal hatch (7); tender frame (4); tender pipes (2); tender wood poling pole & brackets (5) and tender water cooler (3). A total of 179 parts were scratch built.



**2012 NMRA National at Grand Rapids**  
B&O Class Y, 2-10-0 #6500: **1<sup>st</sup>**  
**Place** with 109 Points and the **William J. Lenoir Memorial Award for the Best Scratchbuilt Steam Locomotive**

**2011 Gateway Fall Meet (105 Pt.) and the 2012 MCoR Regional (110 Pt.)**  
B&O Class Y, 2-10-0 #6500 was awarded **1<sup>st</sup> Place**, in the merit judged category.

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# Division Minutes

by Jimmy Ables

## Meeting Minutes for June 17, 2013

Timothy Stout, Superintendent

Phil Bonzon, MMR, Assistant Superintendent

Hank Kraichely, MCoR Director

Jimmy Ables, Clerk

Richard Velten, Paymaster

Ron Gawedzinski, Activity Coordinator

**Clinic:** Dave Roeder, substituted for Phil Bonzon and gave a presentation titled Operations on Your Model Railroad – Getting Started.

### **Business Meeting:**

Superintendent Tim Stout called the meeting to order at 8:21 pm. There were 18 members present.

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

Minutes from the May 2013 meeting were available for review prior to the meeting start. Don Ayres pointed out one error and the minutes were approved as corrected.

### **Treasurers Report**

Richard Velten presented the treasures report. The report was accepted. Rich reminded members that publication fees are now due and the new rate is \$10 per year.

### **Merchandise Report**

Richard Velten reported we have 14 sets of 33" wheel sets, 11 NMRA N-gauge standards, 3 NMRA HO gauge standards, and 2 NMRA OO-On3 gauge standards. Tim Stout asked if there was any interest in ordering additional wheel sets. There was no definitive decision reached.

### **RPO Report**

John Carty is working on the summer edition of the RPO. The deadline for submissions is July 1<sup>st</sup>.

### **Directors Report**

Hank Kraichely discussed the Mid-Continent Region directors meeting, 16 June 2013.

Hank announced the outcome of this year officer election:

President: Whit Johnson

Vice President: Phil Bonzon

Treasurer: Robert Folkmann

Secretary: Barbara Lundquist

Hank went on to report the region's treasure brought current all membership fees owed the Division (the region had failed to pay member dues to the Division for the past 18 months behind). Total received was \$327.

Next year's regional convention will be in Memphis, TN. This is a joint venture between the Mid-Continent and Southeast Regions. Details are available from Hank and will be on the MOCOR website.

Hank discussed the NMRA and Region confidentiality policy. In order to protect individual's privacy both the NMRA and region have implemented policies. The policy makes division superintendents responsible for the division's information. Hank asked if we could publish a membership directory. An NMRA vice-president in attendance said the best policy is to have members sign a letter giving the division permission to publish their personal data in the directory. It was also stated neither NMRA nor region will provide any legal assistance should the division violate the confidentiality policy.

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

Phil Bonzon, AP Chairman, said there's not much to report at this time.

### **Publicity Chair Report**

Don reported we are planning to be at the Great Train Expo in Belleville and have sufficient volunteers to man our table. Don also reported the division is planning to attend the Railroad Prototype Modelers convention and asked for volunteers.

Phil asked Don if he'd sent anything to the MOCORs Switch List regarding our Fall Meet. Don will work on it.

### **Outside Activities Report**

Ron Gawedzinski reported on the UP excursion train out of Dupo in June. UP and operation Life Saver folks provided presentations and UP provided sandwiches. Motive power was from the UP heritage fleet. All appeared to enjoy the trip.

### **Old Business**

- Website Upgrade. No report on

progress of the new website. Tim will contact Richard to see how things are going. - Open

**New Business** None

**Announcements**

- Dave Roeder discussed the upcoming Railroad Prototype Modelers (PRM) meeting.
- Tim Stout congratulated Phil Bonzon and Dave Roeder on winning awards for their models at the MOCO Regional convention.

**Drawings**

- 50/50 winner: Dick Wegner
- Mark Twain Hobby Center gift card drawing: George Spriggs

Meeting adjourned at 9:04 pm

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## Meeting Minutes for July 15, 2013

Timothy Stout, Superintendent  
Phil Bonzon, MMR, Assistant Superintendent  
Hank Kraichely, MCoR Director  
Jimmy Ables, Clerk  
Richard Velten, Paymaster  
Ron Gawedzinski, Activity Coordinator

**Clinic:** Michael Kelly presented a discussion on his new book RAILS Around Missouri. He talked about many of the photos included in the book and also presented photos not included in the book. He discussed how he arrived at decisions on what and what not to include. There was also swap meet, many members traded, bought and sold things.

**Business Meeting:**

Superintendent Tim Stout called the meeting to order. There were 33 members and one guest in attendance. Tim welcomed our guest Mike Kelly.

**Minutes of Previous Month's Meeting**

Minutes from the June 2013 meeting were available for review prior to the meeting start. The minutes were approved as written.

**Treasurers Report**

Richard Velten presented the treasurers report.

**Merchandise Report**

Richard Velten reported we have 12 sets of 33" wheel sets, 11 NMRA N-gauge standards, 3 NMRA HO gauge standards, and 2 NMRA OO-On3 gauge standards. Rich asked if there was any interest in ordering additional wheel sets. As there was no consensus it was decided to hold on procuring more wheel sets at this time.

**RPO Report**

John Carty is working on the summer edition of the RPO. Expect publication shortly.

**Directors Report**

Hank discussed how to find the Caboose Kibitzer. You can obtain copies from the Mid-Continent Region (MCoR) website <http://www.mcor-nmra.org/>. Look under publications

**Achievement Program (AP) Report**

Phil Bonzon, reported that Gregor Moe has an article on weathering flat cars in the current version of Model Railroad Craftsman and is well on his way to achieving Author. Gene Coffman has submitted several articles to the Caboose Kibitzer.

**Publicity Chair Report**

Don reported on preparations for the Great Train Expo in Belleville and we have sufficient volunteers to man our table. Don discussed our attendance at the Railroad Prototype Modelers convention and asked for volunteers.

**Outside Activities Report**

Ron Gawedzinski reported on the NRHS sponsored Night Train to Chicago August 8 and 9<sup>th</sup> and handed out flyers. He also discussed the upcoming NRHS/Gateway Division picnic on Saturday Oct 5<sup>th</sup> at the WFNP in Glencoe MO. Volunteers are needed to help out.

**Old Business**

- Website. Tim Stout reported the website upgrade. Richard is progressing with the redesign and migration. Hank reported on projects Richard needs assistance with and those interested in helping to get with him after the meeting.
  - o There was a question from the floor regarding incremental role out of the new website. This will have to be discussed with Richard.
- Layout tours. Tim plans to post layout tour info on the new website once it's operational. Until then tours are on hold.

**New Business**

- Membership list. Due to new privacy laws and new NMRA directives we need to obtain each members permission to include them in the list. Hank is circulating a form for members to opt in for the membership list.
  - o Additional discussion included ways to obtain permission to include members in the list and how to obtain member updates.

More to come on this.

- Hank distributed fliers on next year's Regional Meet in Memphis, TN.

#### **Announcements**

- None

#### **Drawings**

- 50/50 winner: Jon Marx
- Mark Twain Hobby Center gift card drawing: Mark Schuermann

Meeting adjourned

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## **Meeting Minutes for August 19, 2013**

Timothy Stout, Superintendent

Phil Bonzon, MMR, Assistant Superintendent

Hank Kraichely, MCoR Director

Jimmy Ables, Clerk

Richard Velten, Paymaster

Ron Gawedzinski, Activity Coordinator

**Clinic:** Phil Bonzon discussed the upcoming paper diorama building contest. He discussed the rules, provided some drawings to illustrate possibilities and also had pictures of structures built from paper. Phil also recommended several websites which provide resources for building paper structures.

Jim Ables gave members a preview of the new Gateway Division website. He talked about the different sections, ways to search for things on the layout and ways in which new information will be added to the website.

#### **Business Meeting:**

Superintendent Tim Stout called the meeting to order at 8:04 pm. There were 20 members present.

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

Minutes from the July 2013 meeting were available for review prior to the meeting start. The minutes were approved as written.

#### **Treasurers Report**

Richard Velten presented the treasures report.

#### **Merchandise Report**

Richard Velten reported we have 7 sets of 33" wheel sets (has a buyer who wants all of them plus more), 11 NMRA N-gauge standards, 3 NMRA HO gauge standards, and 2 NMRA OO-On3 gauge standards. Rich asked if there was any interest in ordering additional wheel sets. Rich briefed that Inter Mountain has increased wheel prices by about 30%. The new cost is \$5.50 per package so we'll need to raise cost to \$7 to maintain profit margin. Richard also discussed the number of orders he already has and minimum order quantities are. Ron Kraus made a motion we

order 120 wheel sets and Dick Wagner seconded. The motion was approved. Jim Ables will send out an email so any member with special requests can be added to the order.

#### **RPO Report**

John Carty published the summer RPO. The deadline for the fall RPO is 1 October.

#### **Directors Report**

Hank was not in attendance so Tim provided some notes from Hank. John Carty and Gene Coffman have articles in the most recent Caboose Kibitzer. The Caboose Kibitzer is only published electronically now and it can be found at <http://www.mcor-nmra.org/>. Look under publications.

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

Phil Bonzon reported John Carty has met the criteria for Author and his application is being submitted to national. Gene Coffman has almost complete requirements for Author.

#### **Publicity Chair Report**

Don solicited for volunteers to work the upcoming Boeing and Mississippi Valley N Scalers show. Several people volunteered. Don also discussed whether or not we should have a table at the Pacific Missouri show. It was determined Pacific show is too small and we're not going to pursue.

#### **Outside Activities Report**

Ron Gawedzinski discussed the upcoming NRHS/Gateway Division picnic on Saturday Oct 5<sup>th</sup> at the WF&P in Glencoe MO. He had signup sheets with him and asked anyone planning to attend to sign up and list all those you will be bringing with you. Ron also solicited for volunteers to help out with various activities. He asked that anyone with unwanted railroad items donated them for attendance prizes. A motion was made to donate one of the left over model kits from last year's structure building contest as a prize. The motion was agreed to.

#### **Old Business**

- None discussed.

#### **New Business**

- Fall meet discussion. Tim discussed planning activities for the Fall Meet. Most of the tables are sold. Phil is organizing clinicians. Dave Roeder is working to line up layouts for the layout tour. We are looking for door prize donations and we need volunteers to help with setup and all the associated activities.
- Kathy and Steve Brawley are no longer able to bring refreshments to

monthly meetings. Tim thanked them both for their service to the Division and member present gave them a rousing round of applause.

- We're looking for a new volunteer to bring refreshments.

#### Announcements

- None

#### Drawings

- 50/50 winner: Pete Smith

Meeting was adjourned at 8:48pm

Respectfully Submitted,  
Jimmy Ables,  
Clerk, Gateway Division

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## Timetable of Events

### Fri., October 12 & Sat., October 13, 2013

**23<sup>rd</sup> Annual Greater St. Louis Metro Area Train Show**, Sat. 10 a.m. – 4 p.m. & Sun. 11 a.m. – 4 p.m., Kirkwood Community Center, Kirkwood, Missouri.

### Mon., October 21, 2013

#### Gateway meeting at O'Fallon, IL:

Clinic: Kit Bashing for Dummies, presented by John Carty. This clinic covers the basics of kit bashing to create unique models of real or imngineered items.

### Sat., November 2, 2013

**Gateway Division Fall Meet**, 9 a.m. – 3 p.m., Admission: \$5 (children under 12 free), Trinity Lutheran Church.

### Mon., November 18, 2013

#### Gateway meeting at Trinity Church:

Annual Holiday Party with pot-luck dinner with a presentation to be announced.

### Sat., November 30 & Sun., December 1, 2013

**Great Train Expo**, Sat. 10 a.m. – 5 p.m. & Sun. 10 a.m. – 4 p.m., Gateway Center, Collinsville, IL.

### Sat., December 7, 2013

**Greater St. Louis Before Christmas Train Show & Food Drive**, 9 a.m. – 3 p.m., Admission: \$5 (\$4 with non-perishable food item) children under 12 free with adult, Immanuel Lutheran School, 9733 Olive Blvd., Olivette, MO.

### Mon., December 16, 2013

#### Gateway meeting at O'Fallon, IL:

The dioramas built from the instructions that were distributed to members in the August 19 meeting are to be returned and displayed and/or judged. Prizes will be awarded in both Craftsman and Novice categories.

### Sat., December 28, 2013

#### Model Train Open House,

10 a.m. to 6 p.m., 248 Pardella Ave., St. Louis, MO 63125. Bring engines (with decoders) & rolling stock. Additional information contact Brian Post 314-249-6986.

### Sat., January 18, 2014

#### St. Charles Model Railroad Club's

**Train Fair**, 10 a.m. – 3 p.m., Admission: \$5 (children under 12 free), Heart of St. Charles Banquet Center, 5<sup>th</sup> St. & I-70, St. Charles, MO.

### Sat., February 8, 2014

**The Warrior Express**, 10 a.m. – 3 p.m., Admission: \$3 (children under 12 free), Fox High School Gym, 751 Jeffco Blvd., Arnold, MO.

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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 \$66 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 \$5, running from July 1 through June 30. Members who subscribe mid-year are given extended memberships. In addition to the quarterly newsletter, a member directory is published listing names, addresses, and information about individual modeling interests. New members also receive a Division membership pin.

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)

To join, visit our website and complete the form at <http://gatewaynmra.org/membership.htm>

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## Division Officers

### Superintendent

Timothy (Tim) A. Stout

### Assistant Superintendent

Philip (Phil) G. Bonzon MMR #427

### Clerk (Secretary)

Jimmy D. Ables

### Paymaster (Treasurer)

Richard (Rich) M. Velten (Marilyn)

### Division Director

Henry (Hank) W. Kraichely



# Model Train Open House



248 Pardella Ave  
St. Louis, MO 63125

December 28, 2013

10 am to 6 pm

Bring engines  
(with decoders)  
&  
rolling stock.

