

RPO

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of the National Model Railroad Association

Editor: John Carty

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Editor, *The RPO*
Gateway Division NMRA
715 W. Cleveland Ave
Belleville, IL 62220

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

Submission deadlines:

Spring: April 1
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Fall: October 1
Winter: January 1

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On The Cover

photo by Richard Schumacher

Covered hoppers wait at the grain elevator on the Litchfield Train Group layout during a visit on March 7, by the Gateway Division and the St. Louis Chapter of the NRHS. More photos may be found starting on page 9.

In This Issue

Superintendent's Desk	2
Under the Wire.....	4
Making Rock Molds.	4
The Phoenix of Two Freight Cars...7	
Litchfield Layout Visit.....	9
Modeling Wabash Piggy Back.....	12
Division Meeting Minutes.....	14
In Memorium.....	17
Timetable of Events.....	18

Superintendent's Desk

by Tim Stout

It is beginning to look like spring outside – finally. Grass is starting to turn green again and the yard is full of puddles thanks to spring showers. Even though the weather is getting warmer and I will soon be mowing my yard our monthly meetings continue.

In April John Carty will present a clinic “A Brief History of the East St. Louis & Suburban System”. John will talk about the “Great East Side Electric Railway System” which connected St. Louis with East St. Louis, Grafton, Edwardsville, Lebanon, Belleville and towns in between. This meeting will be Monday April 20th at 7:00 pm at the VFW hall in O’Fallon Illinois.

The month of May will feature a clinic by Dave Roeder and Don Morice discussing the restoration and

operation of Frisco 1522. Meeting will be Monday May 18th at 7:00 pm at Trinity Lutheran Church in Ballwin Mo.

As a way to improve attendance and give members who aren't available on Monday evenings a chance to participate – we tried a Saturday morning meeting in March. There was one member who attended that doesn't normally come to evening meetings. Otherwise the members present typically come to the Monday evening meetings. The clinic given by Gary Gross discussed different methods of operations used by model railroaders to simulate real operations. Gary also handed out a nice list of reference materials to consult – I may purchase several of the books mentioned. After the business meeting and clinic those in attendance had the option of going to Hank Kraitchley's house to operate trains. I'm happy to report that the ops session was well attended and everyone had a good time. One concern raised by the members present was that Saturday morning meetings may conflict with train shows that members need to be at to display and operate layouts. If we do more Saturday morning meetings we will check the train show schedule to avoid conflicts.

I envision Saturday clinics being more hands-on like the airbrush clinic we did several months ago. By the time the business meeting and presentation about Badger air brushes was completed there wasn't much time left to practice air brushing before cleanup started. That type of clinic would benefit from a longer time slot. Another option is to have several layout tours follow a Saturday morning meeting – with a short break between the business meeting and start of the

layout tours to give the layout owners time to go home and get ready.

In other business – the opt-in letter for the Division directory along with a survey letter has not yet been mailed. Due to work schedules of several officers the mailing hasn't been sent out yet. This will be coming as soon as time allows for the mailing to be assembled and sent.

We are always looking for clinic topics and presenters – so if you have a topic you would like to see covered – let any officer know. Also if you would be willing to give a clinic, please let Ron Kraus or any officer know, and we will let Ron know so he can schedule it.

Thanks to all who attended the Ops session held at Litchfield Train Group Saturday March 7th. I was happy to see everyone and had a great time helping fellow Gateway members and National Railway Historical Society members complete their assignments to deliver the freight. I hope we do it again next year.

Lastly - I was contacted by a gentleman named Clifton Bishop who is getting the estate of Tom Trotter in order. Tom displayed a diorama at the Fall Meet that won the popular vote. It's my understanding this diorama will end up displayed at Mark Twain Hobbies one day to help inspire future model railroaders. Please keep the family and friends of Tom in your prayers.

Also Curt Regensberger recently suffered a heart attack due to a blocked artery. Get well soon Curt!

Tim

Under the Wire

by John Carty, Editor

Happy Easter.

With bunny hopping into town, he brings baseball, softball, and t-ball in his wake. These, along with yard work and general “honey-dos”, shave the available hobby time. Creativity in squeezing time for modeling will be in order.

Perseverance pays off. In preparing for the clinic in April, I tried a few Google searches and found new information. Whether I missed these items in previous searches or the information has been uploaded since my previous searches, I do not know. The result in any event provides more accurate

information regarding The Great East Side Electric Railway System. When I made these more recent searches, I was not particularly expecting anything earthshattering. I found myself delightfully in error. I find myself having new reasons to repeat such searches in the future. Perhaps I will find those elusive photographs of the steam engines owned by the system.

Please keep submitting articles. I try to balance content so that readers find at least one article relating to model building, research, and division activities. Therefore, if what you submit does not appear right away, rest assured that it will appear.

Thank you all for kind support over the last three and half years.

John

Making Rock Molds

By Gregor Moe

The hardest part of making a rock mold is finding the rocks or things that will make scale size rocks. I look for rocks that have a nice texture and fine detail that you can highlight when you paint the rocks on the layout. You don't have to use just rocks; you can use anything that gives you the textures, details and shapes you want. My favorite rocks are petrified wood and some granite rocks I found in a road cut in southern Missouri.

I got my petrified wood at a pet store that specialized in tropical fish many years ago. I have also used pieces of old weathered wood that I found while out walking. Coal and galena, pieces of lead, can make nice castings.

There are also some nice urethane castings available now that could make good molds. Another place to look for rocks would be at some of the landscape stores that specialize in

rocks. The rocks don't have to be huge as most of us don't have the space to model huge rock walls. If you look in nature, rock is usually covered up unless it is nearly vertical or regularly washed clean. I have gone overboard in a couple of spots on my layout but



The masters for the molds are important. They must have textures and detail that will translate well into a rock mold. The masters above are from the top left: slate, petrified wood, petrified wood, slate, granite, petrified wood and granite.

most of the rocks I have used are small castings butted to each other to form out crops along roads, rail cuts, and river banks. With any mold over two hands full in size, it is going to be hard to get a loaded mold of semi-liquid plaster from flat on the work bench to a vertical surface and hold it solidly to a surface until it solidifies.

Once you have found your masters for molding, the task of making the mold is very simple. You need the latex molding compound, a paint brush, cheese cloth and an area to work in. The liquid latex "Mold Builder" brand can be bought in most craft stores and some hobby shops. It costs around \$11.00 to \$15.00 dollars a jar. The paint brush is one that you can throw away after use as you can never get it completely clean. I wash out the brush with cold water and a steel pet comb to break the bristles free after each use, but by the time I finish a set of molds, it is ready for the trash can. The cheese cloth can be gotten from Hobby Lobby or a Jo Ann's or other fabric stores.



The first coat of latex shows the more opaque areas of coverage in the lower edge. The mold will be thinner in those areas and will help when overlapping with other molds.

The first step in making the mold is to clean the surface to be molded of any loose pieces of rock or dirt so they do not get imbedded in the mold. The first three layers of the mold are the most important as that is where all the detail is.

The first layer should be a thin covering. Try to avoid getting build-ups of latex in the joint and cracks of the rock. The latex starts to dry very quickly and if you see build ups of latex in corners and cracks try and brush them out. The build ups can cause weak spots as they sometimes don't dry completely and can tear when used for casting.

Let each layer dry completely before adding the next layer. Keep the edges shallow. The edges will tend to grow with each added layer of latex. The shallow edges make it easier when you overlap a previous casting when you are casting a rock wall. Deep edges tend to

After a third coat of latex, place a layer of cheese cloth (above left) on top of the coated area. This will strengthen the molds surface. Then put more latex over the cheese cloth. Dab it on and then brush it towards the edges while holding the center in place and work it into the ridges and deep cuts (above right). **Additional layers should be applied to add to the thickness of the mold.**



get caught under the casting and brake off pieces of plaster when the mold is removed or tear the mold.

After the first three layers are done, I add a layer of cheese cloth to the mold for reinforcement of the top of the mold. Just lay the cloth on the top of the latex and then put on a heavy coat of latex. Dab the latex on and while holding the cheese cloth in the center brush toward the edges. Work the cheese cloth into



Add several more layers (above) for thickness; apply the latex till the cheese cloth is barely visible. Once the mold is removed from the master (below left) it needs to be cleaned of any rock fragments from the master. Boil the mold, clean it and let it cure for a few days (right) before using it for scenicking a layout.



the deep ridges and cracks of the master then let it dry. I usually add two more heavy coats of latex to the mold for a total of six coats to build up the thickness of the mold.

Then, I let the mold cure for a day or two before I peel it off the master. When removing the mold, start working around the edges like you are rubbing rubber cement from something. The edges will start to roll up and when you can get a grip then gently and slowly pull the mold off the master.

Sometimes pieces of the molded rock will break off and stick to the mold just clean these out of the mold. I let the mold sit for a couple more days to cure, and then boil it in water for about five minutes. This seems to remove the stickiness from the mold and keeps it flexible. When the mold is dry, it is ready for use. Molds without deep undercuts will last for a long time.

Molds made this way are more flexible than most store bought molds and can be bent around or over obstacles. I still have some I made in the late seventies and they are still useable but a little stiff from age.

The Phoenix of Two Freight Cars

by Jack Stroker

Have you ever wandered through a train swap meet just looking for that unusual find? I have always been fascinated by the thrill of the hunt. I at one time had the rare luck of finding a spray painted brass caboose in an Athearn Blue-box at an unbelievable price.

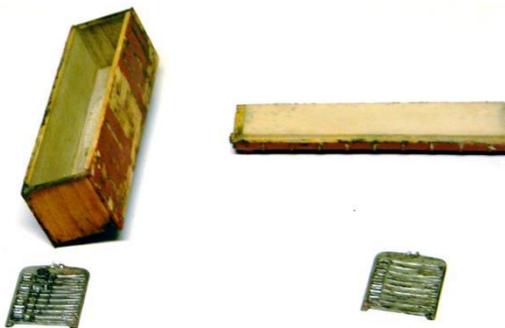
However my story here is about a pair of boxcars that I acquired. These two cars were in one of those boxes loaded with miscellaneous odds and ends that you often see on the floor halfway under the table. There they were lying in the box minus trucks, couplers, and even doors. There was something about the roofs that reminded me of the B&O wagon-top boxcar (Class M-38). I being a modeler of the B&O road had to have these cars and how can you go wrong at twenty-five cents each anyway.

metal for the roof, and die-cast metal ends. I don't know the brand or the vintage of these cars. I have searched through my old magazines but I have not found them.

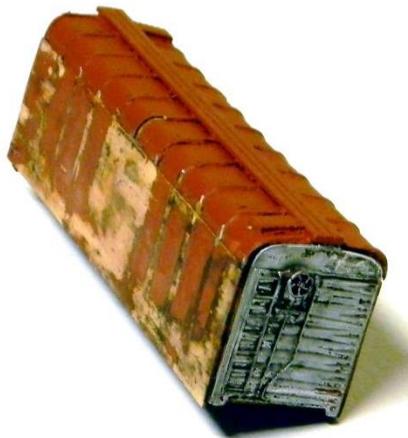
I started re-assembly by attaching the roof to box that makes up the body. To simulate the ribs that wrap the B&O



wagon top boxcars, I glued styrene strips that were aligned with the roof ribs. I next re-attached the ends gluing them to the wooden box that comprised the car body. I should have

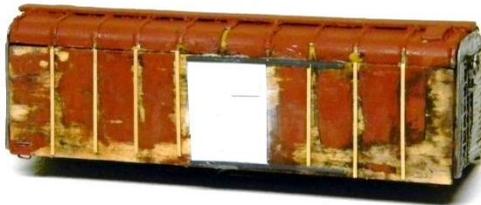


The cars had been painted and had the remains of the decaled road name lettering on them. I used my usual brake fluid bath to strip the finish. I at this point decided to disassemble the cars and clean all the parts. The way these cars were assembled was as a wooden box framed of $\frac{1}{4}$ x 1-1/2 pine for the basic body, stamped sheet



fabricated the ends with sheet styrene the ends of the M-53 class cars are made with sheet steel and not

corrugated. For the doors I did the two cars with different style of doors. For one of the cars, I made the doors using sheet styrene. This was representative of the original doors supplied with these cars in the 1930's.



For the other car I used doors from my scrap box. The replacement doors were applied during the late 1940's through the mid-1950's. The cars were then fitted with Kadee couplers and sprung trucks with metal wheels.



For finishing the two cars, I chose two different paint schemes. I did the first in the pre-war lettering scheme with the boxcar brown paint. The second car was lettered in the post 1945 paint scheme with the famous thirteen states emblem and a boxcar oxide red paint. Camp decals that I had were used for lettering both cars. The first car with the pre-war scheme received slight weathering, but the second car with the newer paint scheme was left with a fresh from the shop look. See the proto-type picture from a museum of the M-53 boxcar in the post 1945 paint scheme.

When I redid these two cars the only choice for a B&O wagon top boxcar seemed to be a brass model. How the world has turned upside down with excellent ready-to-run plastic models entering the market. In summary, I wished I would have replaced the cast ends with fabricated styrene ends, but they don't show much when they are running in the middle of a train and they do run very well in a train. I have since bought two of the newer plastic wagon top boxcars and they are great but the new cars are not quite the same as the old cars that I had redone.



Gateway Division and NRHS Visit the Litchfield Train Group's Layout



The Litchfield Train Group's 55'x44' HO scale layout depicts the ever-gentle rolling countryside of Illinois from Centralia to Chicago. The scenery of the main room is set in the 50s/60s-era when steam engines were becoming extinct and diesel locomotives were gaining in popularity. The main room is completely scened. The smaller room represents 70s-era Chicago and provides additional industry destinations including an old meatpacking plant and large gravel mining operation. Operators can stage up to 14 16-foot trains in the Chicago yard. These photos were taken during the March 7, 2015 Gateway NMRA/St. Louis NRHS

by Richard Schumacher & Timothy Stout

Photos by Richard Schumacher

operating session at the layout, modern era engines and trains were run.

Twenty-three people attended on March Seventh. Thirteen listed as Gateway Division, and eleven listed as Saint Louis Chapter NRHS - these totals include guests of each group. This number does not include myself as a guest since I am a member of LTG.



Litchfield Train Group members present to help were Lonnie Bathurst, Mark Lewis, Tyler Sneed, Charlie Sinclair, Jim Shaner Jr., Jim Miller, Tim Stout.





that I didn't have to throw away any of it!! Coffee and soda were also provided.

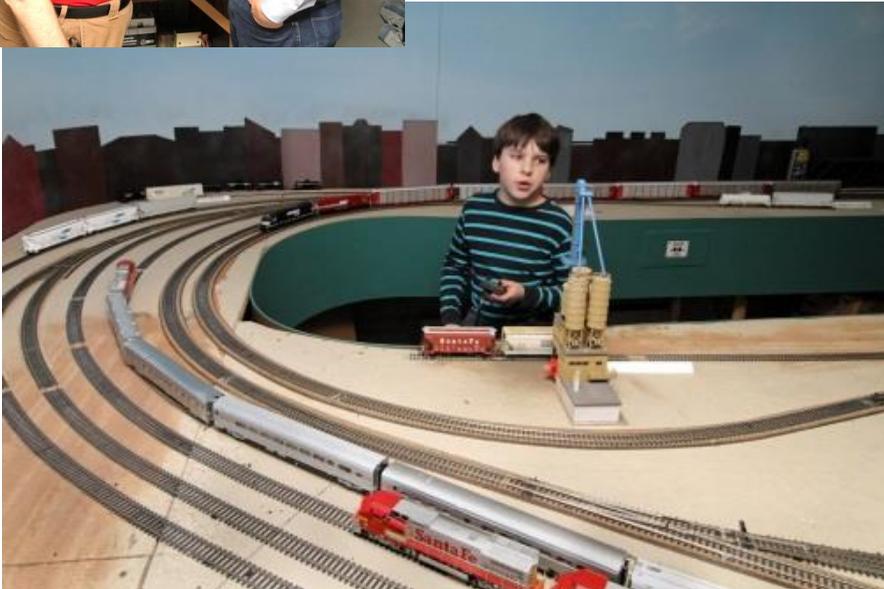
Operations commenced just after 10:00 am and ran until approximately 1:00 pm. I think everyone that wanted to operate received at least one job to run. Everyone I talked to during the event was having a good time even when the Digitrax gremlins struck - possibly due too many sound locos drawing power at

Special thanks to John Winans for greeting guests at the door while the rest of us from LTG were too busy mixing with our guests already present.

Food, consisting of doughnuts, cheese and crackers, and meetball, was provided and I'm happy to report



once. Special thanks to Mark Lewis for getting the layout back up and running so we could continue to move freight.



Modeling Wabash Piggy Back Flat Circa 1955

by John Carty

Photos by Author unless noted

Being a member of a historical society has its benefits. With my membership in the Wabash Railroad Historical Society, I receive their calendar. While I have never found the photographs featured on the calendar disappointing, some provide more inspiration than others. The April 2014 photo of Wabash flat car number 142 sporting a trailer provided such inspiration.

Since the Wabash built the car in her own shops using castings from General Steel Casting, I poked around the internet until finding a model of the prototype. Tichy produces a nice version of the car. Given that you can never have just one piggy back car, I bought three kits. I also picked up some Athearn 50' flat car underframes, when I found that the Tichy sold the kits sans brake details. I also bought some 32' trailers by Walthers on EBay (Wabash which were out of production) and from the hobby shop. As a note I constructed a single car first, while taking notes, and then proceeded with the other two.

I started by cutting and filing the center



Tichy 50' Flat Car Kit Components.

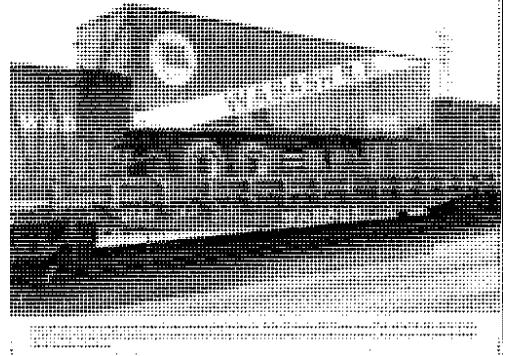
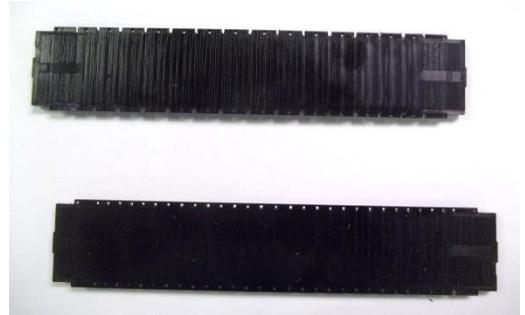


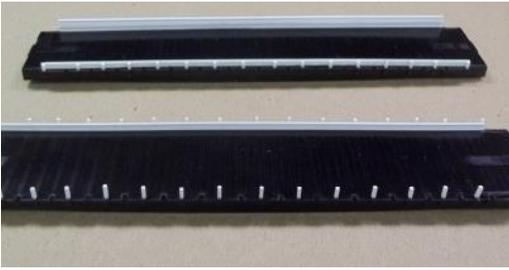
Photo is courtesy of the Wabash Railway Historical Society from their 2014 Calendar (April).

board, the one with the dummy stake pocket molded on it, between each stack pocket bring it flush with the side



Modified car (top) with unmodified car to highlight cuts made.

of the car. I was not as diligent with the first car and managed to scrape the sides a few time. Next I drilled a #73 hole in the end of each board I cut from the side of the car. Into each hole I inserted a Tichy lift ring. After this, I installed the weight and frame, while on the latter two models I added the pieces of the Athearn frame containing the brake castings between the center sill and side of the car.



Two cars under construction illustrating the building up of the rub rails.

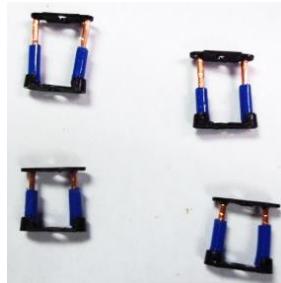
Next I cut 0.040" square strip styrene into 3/8" lengths. Since the posts are to be trimmed, the exact length is not critical. I inserted each piece of cut styrene into the stake pockets aligning the end of the strip with the bottom of the pocket and securing with liquid cement. After the cement had dried, I added a piece of 0.100" styrene channel along the bottom of the inside of the posts to make the rub rail. When this had dried, I cut the channel even with the end posts and all of the posts flush with the top of the rub rail. To the top of the posts I then added a piece of 0.080" I-beam to serve as the tie-down rail and cut it to length after it dried. I cut a pair of hazmat placards from 0.010" x 0.125" strip styrene and cemented them on each side of the rub rails on the right end.



Underframe with brake components added. Railroads were rather inventive in the way that they secured trailers to the flat cars in the 1950's. Usually crews jacked the trailers up in order to take the weight off of the wheels and landing gear. At first inspection of the photograph, I thought that the Wabash

did not do this. A later look caused me to realize that the photo was taken when the trailer had been loaded but not yet chained down, since the chains were hanging over the sides of the car. So jacks were needed. For jacks, I cut wire about 3/32" in diameter into pairs of 5/8" and 1/2" lengths and stripped them leaving about 3/8" of insulation. I also cut the centers from the tops and bottoms of Kadee coupler boxes, leaving the ears but not the center posts. I secured the insulated ends of each pair of wire into the wells of the box bottoms and then secured the lid sections to the top of the wires using Zap a Gap.

In the case of these cars, ratchets were attached to the tie down rail to remove slack from



the chains holding the trailer in place. For the brackets, I cut 0.080" styrene H-column into 1/16" and 1/32" pieces. The measurements given represent ball park figures, as I did this by eye. Through the web of the H-beam on the longer pieces I drilled a #67 hole. I cemented four of the longer pieces to the tops of each of the rub rails with the web of the H-column horizontal and the legs straddling the tie down rail. I tried to place these pieces, which will serve as the bases of the ratchets, roughly where the photo shows them.

For the ratchets, I bent 0.028" brass wire into a check mark with a short leg of about 1/4" and the longer leg at about 3/4". At the end of the long leg, I bent a right angle such that it would be

parallel to the deck and cut the piece. I then slipped a Kadee coupler spring over the short leg and a piece of 0.008" wire, which sticks up above the junction of the two legs, securing the assembly with ACC. The little piece of wire serves as a mounting point for the chains later. After the glue has set, cut the short leg about 1/32" longer than the spring. I affixed each ratchet assembly to its base on the tie down rail using ACC and added one of the 1/32" pieces of column cut earlier to the tie down rail to serve as a cradle for the end of the ratchet arm. The ratchets are mounted in pairs with a pair on each side of each end of the trailer.

I assembled wheel chocks using 0.060" square and 0.020" x 0.040" strip styrene connected by strips of 0.010" x 0.060" strip. I fit the chocks closely to

Gap after bending down the 0.008" wire. Next I threaded the chain under the top of the jack and then secured it to the other ratchet. After the glue dried I cut off the excess chain.

After washing the cars with dish detergent and letting them air dry, I sprayed them with Color Place Fire red. I did not prime the cars and ended up with the color variations I saw in the photograph. I painted the truck Krylon Earth Brown. Using a brush and acrylic paints I painted the chain black, the chocks buff, and the jacks yellow, steel grey, and black. I used flat car data from Tichy along with Champ Wabash road name and number decals. The Tichy decals are actually for forty foot flats, but they did the job. Being new equipment in 1955, I applied very light weathering.



the wheels of the trailer. I positioned the jacks on the flat car deck so that the post for the 5th wheel fit into the taller jack and the shorter jack supported the trailer just behind the axles. Using the trailer I positioned the chocks by setting them on the deck of the car and placing the wheels of the trailer in them and then sliding the post in to the 5th wheel. I then secured the chocks in place.

I connected chains first to one ratchet, securing the chain with a drop of Zap a

Completed Model. Photo by Richard Schumacher

Division Minutes

by Jimmy Ables

Meeting Minutes for December 15, 2014

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

Ron Gawedzinski, Activity Coordinator
Don Ayres, Publicity Chairman

Clinic: This month we had swap meet and shared some videos.

Business Meeting: Superintendent Tim Stout called the meeting to order. There were 14 members and 1 new member. Tim welcomed our new member David O'Brien.

Minutes of Previous Month's Meeting

Minutes from the October 2014 meeting were available for review prior to the meeting start. Minutes were approved as submitted.

Treasurers Report

Rich Velten presented the October and November paymasters report. The October opening balance was \$16,192.67. During the month we had total receipts of \$276.62 and expenses of \$351.89. Our closing balance was \$16,117.40. In November the opening balance was \$16,117.40 with total receipts of \$1,354.54 and expenses of \$840.65, leaving us with an ending balance of \$16,631.99.

Merchandise Report

Rich Velten reported we have a good supply of wheel sets on hand. Also on hand are 11 NMRA N-gauge standards, and 2 NMRA OO-On3 gauge standards.

RPO Report

The deadline for submission for the winter RPO is 1 Jan. John is looking for articles.

Directors Report

Hank Kraichley reported he'll be attending the regional directors meeting in Kansas City in January.

Achievement Program (AP) Report

Phil reported a couple of people are working on certificates.

Publicity Chair Report

Don Ayres reported on December Great Train Expo in Collinsville and requested volunteers for the February Great Train Expo in St Charles.

Outside Activities Report

There was no report.

Old Business

- Elections results.

- o Superintendent: Tim Stout
- o Assistant Superintendent: Ron Kraus
- o Treasure: Rich Velten
- o Clerk: Jim Ables
- o Don Ayres made a motion to destroy the ballots. The motion was approved
- Tim thanked our outgoing Assistant Superintendent Phil Bonzon for his years of dedicated service to the division.
- Membership directory. We'll begin mailing out letters asking members to opt in to publishing their contact information the membership in January. We'll also be including a survey asking member for their input on the Division's activities and recommendation for the future.
- Hank discussed the November Fall meet at Oliver C Joseph in Belleville. We had approximately 900 attendees; vendors reported good sales and were very happy with the event over all. All-in-all the event went very well and attendees seemed very pleased.
- Cash register disposition. Nothing new to report.
- Sale of the Divisions overhead projector. Nothing new to report
- Bookmarks. There was no new information and the matter was tabled.
- Tim asked for a volunteer to bring refreshments to the meetings on the St Louis side. If we don't get a volunteer we may discontinue refreshments at the St Louis meeting.

New Business

- The Division presented a donation of \$225 to VFW Post 805 to thank them for the use of their meeting room during 2014.
- Tim put out a call for clinics for the coming year. Ron Kraus our new assistant superintendent will be coordinating clinics. Anyone interested should contact Ron.

Announcements

- Ron Kraus announced that Carl Winkler, a Belleville model railroader passed away and provided details on visitation and funeral.

Drawings

50/50 winner: Jim Ables

Gift Card winner: Pete Smith

Meeting adjourned.

Meeting Minutes for January 19, 2015

Timothy Stout, Superintendent

Phil Bonzon, MMR, Assistant Superintendent

Richard Velten, Paymaster

Jimmy Ables, Clerk

Hank Kraichely, MCoR Director

Ron Gawedzinski, Activity Coordinator

Don Ayres, Publicity Chairman

Clinic: Jim Ables gave a presentation on Model Railroading and Computers. The presentation covered many aspects where computers can aid in designing, researching, constructing, and operating training layouts.

Business Meeting:

Superintendent Tim Stout called the meeting to order. There were 20 members and 4 guests present. Tim welcomed our guests Keith Baker, Bill Durst, Mark Lewis, and Robert Hughes.

Minutes of Previous Month's Meeting

Minutes from the December 2014 meeting were available for review prior to the meeting start. Minutes were approved as submitted.

Treasurers Report

Rich Velten was on vacation so Jim Ables presented the December 2014 paymasters report and the 2014 annual financial report summary. The December opening balance was \$16,631.29. During the month we had total receipts of \$1,524.62 and expenses of \$420.48. Our closing balance was \$17,735.43. The 2014 opening balance was \$17,552.80 with total receipts of \$4,406.34 and expenses of \$4,223.71, leaving us with an ending balance of \$17,753.43. Balance change for 2014, \$182.63.

Merchandise Report

Hank Kraichely reported we have a good supply of wheel sets on hand. Also on hand are 11 NMRA N-gauge standards, and 2 NMRA OO-On3 gauge standards.

RPO Report

The winter edition of the RPO was published the week prior to the meeting; copies were mailed to mail subscribers and electronic copies we're emailed to email subscribers. The deadline for submission for the spring RPO is 1 April. Please send submissions to John Carty

Directors Report

Hank Kraichley reported on results from the January 2015, MCoR Directors meeting. MCoR has decided NMRA membership rebate checks will now be paid annually vice twice a year. Payments will be at the June Directors meeting. The region donated 15 books valued at \$526 to the NMRA Library, which is now housed at the California Railroad Museum.

Hank has applications for the regional convention in Jefferson City, MO. 2017 regional convention will be a joint region convention in cooperation with the 1000 Lakes Region which is north of MCoR. Location will be central Iowa.

MCoR officer elections will be held this year, Hank will be running for president. Members with valid email addresses will receive an email with directions on how to cast their votes electronically. Members without valid email addresses will be mailed ballots.

MCoR reports submissions for the Achievement Program are down across the region.

MCoR failed to file required tax documents and as a result has lost their 501.C3 tax exemption. Attempts are underway to have it reinstated however the original documentation must be sent to the IRS. As of this time the documentation has not been located. National is working to bring all the Regions and Divisions under the NMRAs 501.C3. The National board has designated MCoR and a Division in Cincinnati to be the trial organizations for the umbrella 501.C3 effort.

Hank has been working with the more successful Divisions and Regions to find out how they are attracting new members and keeping the interest up. The Trinity Division in Dallas has the highest membership retention and attraction rates in the NMRA. One of the

ways they do this is by publishing clinics on their website. Hank has secured permission from the Trinity Division for MCoR to access these clinics via the MCoR website. member accesses the Region's website. Selecting "CLINICS" on MCoR home page and then selecting Lone Star Clinics will take members to the Lone Star clinic page.

Achievement Program (AP) Report

Phil Bonzon was not on hand so there was no report.

Publicity Chair Report

Don Ayres reported that the Great Train Show and Boeing Swap meet are coming up and we have tables at each. Don requested volunteers to assist with both events.

Outside Activities Report

Ron reported on two upcoming events. On Saturday March 7th we'll be visiting the Litchfield Train Group. This event is open to NRHS and Gateway Division members only. Ron had a sign-up sheets on hand and several members. There will be a carpool from Trinity Lutheran Church leaving at 8am. Directions will be emailed to attendees on Monday 2 March.

Central Illinois Station Tour is scheduled for Saturday April 11th. A bus will pick-up participants on the St Louis and Illinois sides. The costs is not finalized yet but is expected to be \$35 to \$40 per person. Details will be emailed when costs and locations are finalized.

Old Business

- Membership directory. Efforts to complete mailings in January we delayed as Jim Ables was unexpectedly tapped to do the January clinic and had to reprioritize his efforts. Jim hopes begin mailing out letters asking members to opt in to publishing their contact information in the membership directory in February. We'll also be including a survey asking member for their input on the Division's activities and recommendation for the future.
- Cash register disposition. Nothing new to

report.

- Sale of the Divisions overhead projector. Nothing new to report
- Bookmarks. A motion was made and seconded to discontinue the bookmark effort in lieu of business cards. Motion approved. This item is closed.
- Tim asked for a volunteer to bring refreshments to the meetings on the St Louis side. One of our newest members, Bill Durst, volunteered to bring refreshments to St Louis meetings. Thank you Bill.

New Business

- Our March meeting at Trinity will be on Saturday the 21st 9am to 12pm in order to accommodate more in depth clinics. This is a trial effort something we'll be doing once a quarter if we're successful.

Announcements

- None

Drawings

50/50 winner: Tim Stout

Gift Card winner: Mark Lewis

Meeting adjourned.

Meeting Minutes for February 16, 2015

This meeting was cancelled due to weather.

In Memorium

Vance Lischer, a past member of the Gateway Division, passed away on Saturday, January 17, 2015. Vance's HO railroad was the "Wabash Western." Vance's notoriety was that he had a full scale, completely restored, inside and outside, Wabash caboose in the back yard of his home.

Timetable of Events

Do you know of an event of interest to other Gateway Division members? Send the information to the editor so it can be listed in future *RPOs* and on the www.gatewaynmra.org website.

NMRA Divisions or St. Louis area clubs may have their event listed here by sending a description of the event, in the format shown here, to the Editor (rpo@gatewaynmra.org).

Sat., April 11, 2015

Model Train Show & Swap Meet, benefitting Trinity United Church of Christ, 10 a.m. – 3 p.m., Franklin Elementary School, Belleville, IL. Admission: \$3 (\$2 with canned goods), 12 and under free

Sat., April 11, 2015

3rd Annual St. Louis NRHS Railroad Station Tour, will travel through central Illinois including Effingham, Mattoon, Arcola, Pesotum, Champaign, Decatur, Taylorville, and more, cost of \$40 includes transportation.

Mon., April 20, 2015

Gateway Division Meeting, VFW Hall, O'Fallon, IL, 7 p.m. Clinic by John Carty on the history of the Great East Side Electric Railway System.

Mon., May 18, 2015

Gateway Division Meeting, Trinity Lutheran Church, Town & Country, MO, 7 p.m.

Fri., Sat., Sun., June 5-7, 2015

MCoR NMRA Convention, Capital Plaza Hotel, 415 W. McCarty St.,

Jefferson City, MO. Details at <http://showmecentral.com/>

Mon., June 15, 2015

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

Mon., July 20, 2015

Gateway Division Meeting, Trinity Lutheran Church, Town & Country, MO, 7 p.m.

Sat. & Sun., July 25 & 26, 2015

Great Train Show, St. Clair County Fairgrounds, 200 S. Belt East, Belleville, IL. Admission for adults, 12 and under free.

Mon., August 17, 2015

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

Mon., September 21, 2015

Gateway Division Meeting, Trinity Lutheran Church, Town & Country, MO, 7 p.m.

Sat., September 26, 2015

Go By Train! Railroad themed event, 9 a.m. – 3 p.m., National Museum of Transportation, 3015 Barrett Station Rd., Kirkwood, MO.

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 \$10, 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

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

Division Officers

Superintendent

Timothy (Tim) A. Stout

Assistant Superintendent

Ron Krauss

Clerk (Secretary)

Jimmy D. Ables

Paymaster (Treasurer)

Richard (Rich) M. Velten (Marilyn)

Division Director

Henry (Hank) W. Kraichely



3rd Annual St. Louis NRHS Railroad Station Tour April 11, 2015

This years tour will travel through central Illinois including Mattoon, Arcola, Champaign, and more...

Tour cost—\$46.00 (includes transportation & refreshments served on the bus). There will be a lunch stop in Champaign, lunch is not included in the cost.

For information contact Rick Sprung at (314) 842-5980 or e-mail rsprung@att.net

To reserve a space send your check payable to St. Louis Chapter NRHS to Rick Sprung, St. Louis Chapter NRHS, 10101 Carolyne Dr., St. Louis, MO 63128



Please fill out the form below and return with payment.

List names of ALL passengers: _____

Phone/cell phone _____ email _____

Emergency contact name & number (required) _____

