

RPO

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The *RPO* is the official publication of the Gateway Division of the National Model Railroad Association

Editor: John Carty

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

Submission deadlines:

- Spring: April 1
- Summer: July 1
- Fall: October 1
- Winter: January 1

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On The Cover

photo by Ron Gawedzinski

A model of an 1884 4-wheel caboose built by Leo Myers is on display at the Barriger Library. Ron's article and more photos start on page 4.

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Superintendent's Desk

by Jim Ables

Happy spring! Yes spring is here and a model railroader's thoughts turn to the outside which means modeling activities slow down till late fall. Maybe we should all move to G scale or live steam for the summer months.

Speaking of live steam, this winter was rough on the Wabash, Frisco and Pacific Railroad (WF&PRR) Association. The grounds, facilities, engines and rolling stock were seriously damaged by flooding. The organization has setup a Go Fund Me account. If you'd like to donate towards restoration you can do so at <https://www.gofundme.com/prv5mddm>.

At the January meeting the membership voted to replace our audiovisual equipment. We procured a new video projector which supports HD video formats, an HD video camera

and a new projection screen. The camera allows us to project the images and demonstrations on a screen or TV enabling attendees to better see the demonstrations. The new screen folds down to 48 inches and is much more easily transported than the old 6 foot long screen. I believe our new AV equipment will enhance our meetings. As for the old projector and screen we're going to keep them to augment our primary equipment during the Fall Meets and occasions when we sponsor regional conventions or other activities requiring multiple AV systems.

At the February meeting we started a new series of clinics on the basics of model railroading. Don Ayres, Rich Velten, Brian Post, and I led a clinic on soldering. Don Ayres is looking for individuals who have expertise in different aspects of the hobby to conduct future clinics on the basics. He is currently working to build a clinic on track work and ballasting, if you're interested in helping please contact Don at ayresd1@charter.net. We're also working to come up with interactive clinics where attendees are given the opportunity to get hands on.

Beginning with the January meeting we switched things up some. Business meetings are now first with clinics following. We're trying to very hard to keep the business meetings to 30 minutes which will give us more time for clinics. I believe in the long run this will enhance our monthly meetings. However on those occasions when we need to take longer to discuss something we'll take the necessary time. I ask for your help in keeping our business meetings short.

Finally, I want to personally thank our RPO editor John Carty. John has been our editor for a number of years and always produces a quality product.

John can't do it alone though so if you'd like to write an article or have some of your pictures published contact John at johnpcarty@hotmail.com.

Let's all have safe spring, don't overdo it and remember to go run your trains or work on a model every now and then.

See you at the next meeting

Jim Ables
Superintendent, Gateway Division

Under the Wire

by John Carty, Editor

Spring has sprung and projects abound. Unfortunately not all of these projects involve model railroading, but that's life.

I appreciate the material submitted for publication in the RPO. We have regular contributors who share from their store of knowledge, thank you very much. I offer a special thank you to those members who have recently joined this cadre by their recent submissions, since in doing so they have made this publication even more of an organ for members to be heard.

When I publish each issue, I forward the issue and the material to the Midcontinent Region for possible inclusion in the *Caboose Kibitzer*. If when submitting material you would prefer not to have it sent to MCoR, please let me know and I will not send the source material with the current issue. Given the guidelines for the Author Certificate, I try to give members a chance to be published at the regional level, since only half of the points may come at the divisional level.

Have a great Spring!

John Carty
Editor

Barriger National Railroad Library Tour

By Ron Gawedzinski

On Saturday, March 5, 2016, 14 members of the Gateway Div. NMRA and the St. Louis Chapter NRHS took a tour of the nationally renowned Barriger National Railroad Library, a special library within the St. Louis Mercantile Library, at the University of Missouri – St. Louis.

Nick Fry, Curator, John W. Barriger III National Railroad Library, gave an informative introduction to the histories of both the St. Louis Mercantile Library and the Barriger Library. The Mercantile Library is the oldest circulating library west of the Mississippi River, founded in 1846. Of particular interest was what Nick said about the legacy of John W. Barriger III, one of this century's best-known and most distinguished railroad executives (1899 – 1976), who collected books and corporate papers and took thousands of photographs, all of which form the core of these collections. All of the Barriger Collections are available for viewing by UMSL students and the general public. Members of the Barriger Library can check them out. Photos can be seen in his albums in the Mercantile's special reference room.

In addition to Mr. Barriger's collections, Nick mentioned the library also holds an outstanding array of manuscripts



Rows & rows of railroad books & publications

and images including The American Car & Foundry Archives, the Milwaukee Road Archives, the GM&O Historical Society Archives, and the Charles Rupp Railroad Time Table Collection, just to name a few.



The Official Railway Equipment Register 1928 - 1929

After Nick's comments, the group was split into two smaller groups, with Nick leading one and Allen Langston, docent, leading the other.



Railroad Lamps

The tours progressed through a maze of books and publications as well as models of railroad equipment. One of the more fascinating items to view was the John Barker Collection of trains in St. Louis, from 1900 – 1990, covering 58 railroads, showing hundreds of model trains, primarily in HO scale.



S.S. Admiral

Nick and Allen told the groups that the Mercantile Library has other special collections as well, including an outstanding collection on river transportation, with a number of highly detailed steamboat models of various sizes (including the Admiral), and the files of TWA (the airline) and the St. Louis Globe



John Barker Collection, Trains in St. Louis, 1900 - 1990, 58 Railroads, 100's of models



Beatrice Cenci, by Harriet Hosmer, 1 piece marble



Railroad Books & Magazines

Democrat (the newspaper). The Library has an extensive art collection, including paintings and sculptures.

The time went by fast and soon the tour was over but we had enough time to browse the many and varied offerings of the Barriger Collection. There is just so much to see and enjoy that personal visits are necessary. Everyone

had a good time!

Standard Scale
Model Train Set

Waterloo & Carondelet
"Pacific" Railroad
Steamboat



M.S.R. Hal Dean, Chevron Corp.



Sacajawea, or Birdwoman's Dream",
Bronze, by R.H.Dick



Chicago & Illinois Midland Transfer Caboose 34

by David Lowell

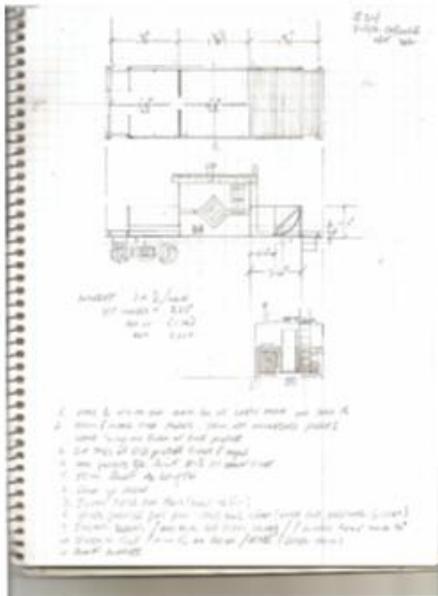
For the uninitiated, or those who missed my presentation at the March Gateway Division NMRA meeting, the **Chicago & Illinois Midland Railway** was a class one railroad with roots back to the Pawnee Railroad which was chartered in 1888 to serve the local farmers just south of the Springfield Illinois area via a connection to the Chicago and Alton's North South line at Auburn IL. The **CI&M** reached the full stature of its form by the mid-1920s and remained robust to the early 1960s. Its success was the result of becoming wholly owned by Samuel Insull's Chicago Edison Power Co. Insull crafted the **CI&M**'s operations so as to provide large quantiles of Illinois coal to Chicagoland power plants as economically as possible. And through the acquisition of the northern half of the insolvent Chicago Peoria & St. Louis which allowed for a decrease in foreign road haulage and thus greater vertical integration and control in their supply chain. The **CI&M** is currently part of the Genesee & Wyoming family and operates as the Illinois Midland. The **CI&M** had the heart of a major road while operating within a compact system of only 121 route miles of track. Of that, 107 were on home rails. Starting at mile post 0 at Peoria Union Station, the Springfield Division stretched south over trackage rights on the Peoria & Pekin Union Railway (of which the **CI&M** owned 25%) through Pekin IL then onward south on ex-CP&StL rails to Havana IL on the Illinois River (the location of the

CI&M's rail to water coal transfer operations). From Havana the CP&StL's old rails bore south cutting across the Sangamon River valley three times before hitting the home signal at Ridgley Tower and on into the main yard at Springfield. Just short of halfway between Springfield and Havana is Petersburg Hill; 2 miles of almost 2% grade that required doubling and even tripling the hill to get the high tonnage 60 car coal drags to the top. These long heavy drags originated south of Springfield on the Taylorville Division in flat corn country. After a short trip south from Springfield over trackage rights on the Illinois Central from Avenue Tower to CIMIC it went on to the Taylorville Division which ran west to Auburn and East to Taylorville. Between CIMIC and Taylorville were a slew of mines. Taylorville was the end of the line at mile marker 121 along with the back & car shops.

Even though coal was the reason for the **CI&M**'s existence and the primary commodity hauled, they also developed a bountiful and profitable amount of general freight service both on line and in the form of bridge traffic from their connections. In Springfield they switched as many as 80 cars a day for the Pillsbury plant adjacent to their yard as well as local switch and transfer jobs for the IC, Illinois Traction, Wabash and B&O. In addition to being a big railroad in a small package, with extensive and varied operations the **CI&M** also had a stable of unique equipment. By the end of Steam they rostered Twenty one (21) active 2-10-2s (many with oversized H-10 tenders and all with the signature red strip and huge numbers on their sides after WWII), the only two EMD RS1325 diesel road switchers in the US, a river tug "Quiver", 1,500 70ton gons (with internal bracing to make them

unappealing to off line shippers thus keeping them on home rails) and the subject of this article: transfer cabooses #34.

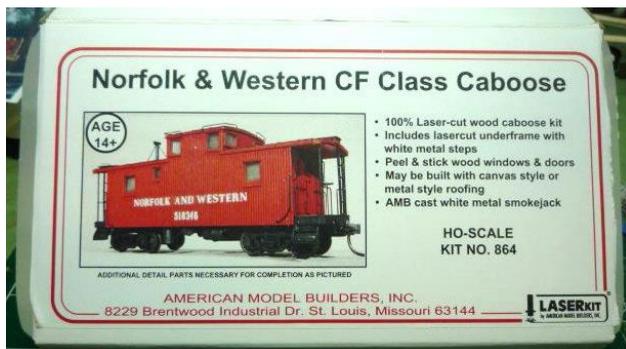
As the story goes; caboose #34 was an ex-Lackawanna wood sheathed caboose that caught fire and was heavily damaged. It was then sent to the **C&IM** car shops to reemerge as a transfer caboose in the spring of 1959.



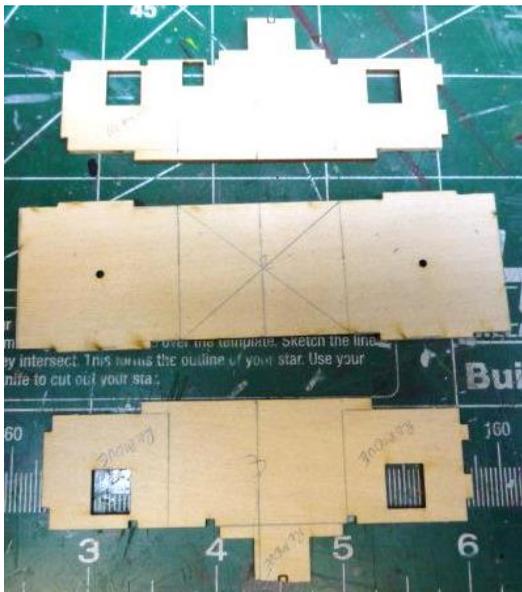
Because the car was home shop built and a one of a kind, technical information is very scarce. When I decided I wanted to attempt to model a likeness of it I had only a few pictures from my massive 4 book library on the **C&IM** and a few pictures off the internet to base it on. While I make jest of the size of my library I cannot do the same for the quality of the four books which are all excellent railroad books, excellent resources for the **C&IM** story, and the core of most of all my research

projects. They are, in chronological order: **Chicago & Illinois Midland Golden West Books; Wallin, Stringham, Szwajkart. Chicago & Illinois Midland Railway In Color Morning Sun Books; Ryan Crawford & James E. Lewnard. Central Illinois Rails Color Pictorials, 1950s – 1970s Four Ways West Publications; R.R. “Dick” Wallin and J. David Ingles. Central Illinois Rails Volume Two, 1950s – 1970s Four Ways West Publications; J. David Ingles and R.R. “Dick” Wallin.**

I have been building models since my Cub Scout Pine Wood Derby days in the early 70s. As a result there are two axioms I have come to embrace. Don't be afraid to fail. That is not to say you cannot and should not set standards and goals for yourself and continually raise those standards in a realistic progression. Know that you will most likely not hit a home run your first time up. Yet, you will not become a better hitter if you don't get some at bats. The second is, “close is good enough” or, as I look at it, know when to stop. Each model has different parameters that governs its effectiveness to convey its story and not every project has to be a magazine cover. Like other artists; explore mediums and styles, this is after all a hobby...so enjoy the journey.



That's enough philosophy. On to the nuts and bolts.



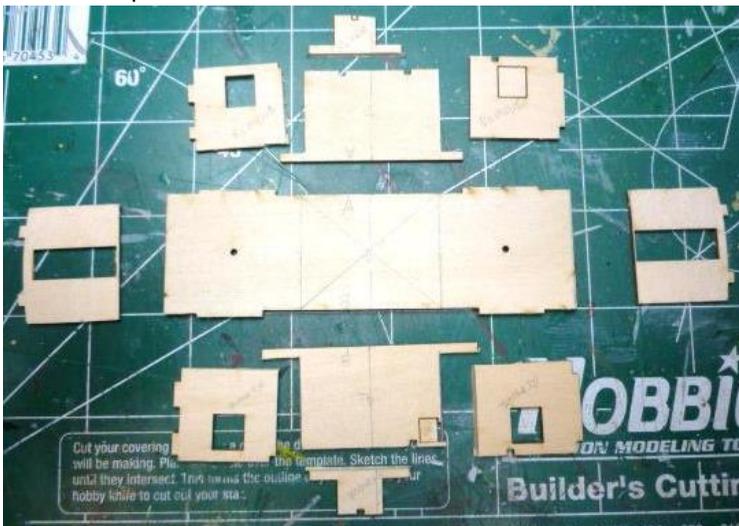
I had previously built several Norfolk & Western CF Class Caboose **LASERKITs** by *American Model Builders, Inc.* Kit NO. 864 to represent the **C&M** wood sheath cabooses prior

to rebuilding and steel sheathing in the home shops. So it seemed natural to use the same high quality kit for the transfer morph. I spent some time reviewing the photos previously mentioned, printed a few of them out, then drew all over them trying to approximate dimensions and proportions and determine which details were important to relay for the effectiveness of the model. I then

made few sketched and notes. I do not like to design out the entire project but instead sketch out the general idea and adjust as I progress. Once the concept was together I stated whittling.

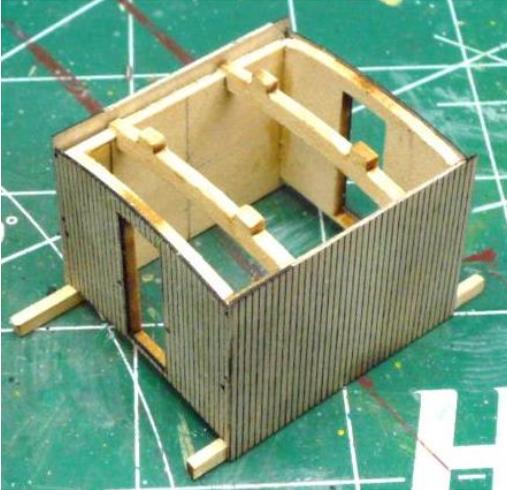
The transformation starts out with modification of the base kit and finalizes with the custom work. The prefabricated parts from the kit were marked up as required to the new configurations needed. I started by reworking the car body sub panels. First the new layout was marked on the frame to verify dimensions from the design concept. That accomplished, the side sub panels were modified by cutting off the cupola and cutting in pockets to receive a needed roof brace. Probably the most precise work with respect to modifying the kit parts was trimming up the car body ends and mating them up with the side panels to insure a tight and square fit.

Next, the wood siding from the existing patterns was cut to match and cover the new shack's sub sides and ends. A cupola window frame was applied over



the car siding and black paint was

applied directly to the siding to give depth. It was then covered with glazing and the mullions were drawn on the glazing with a green sharpie. The low roof section and roof walks were cut down to fit the new shack. Prior to gluing the shack and roof in place I put the caboose, wheelsets and couplers on the scale. I then added weight inside the shack to make sure it would



be heavy enough. A couple of small pieces of infill along the side sills of the porches with some scrap material provided an even side frame from end to end. This completed the modification to the existing kit parts with the exception of installation of the kit supplied stairs at the very end. I do them last because previous caboose builds have taught me to do it once at the end or multiple times throughout the build.

Now it was time for the from-scratch work.

The scratch building started out by adding porch decking over the frame

on both platforms. It consisted of hand-laid scale 2" x 8" hardwood planks. Next was installation of the porch rails. I did one end first and then the other. Amazingly enough, the second porch went faster than the first since I did not have to rework anything. Horizontal porch rails were cut to length from .020 brass wire and individually applied. The flat and angle iron posts are plastic stock cut to fit and applied with cyanoacrylate glue. Up to this point everything else was secured with wood glue. All radius side grabs are .020 brass wire hand bent, cut to size, and secured into receiver holes in the vertical posts. All receiver holes in plastic or wood were hand drilled with a pin vise and a #79 twist drill. All vertical stair grabs are also .020 brass wire hand bent, cut to size and slipped into receiver holes. The four end rails with infill plates are .020 brass wire hand bent with .010 plastic sheet cut to fit within them. Fabrication of the plates included filing the tops to leave tabs to connect to the rail above and making



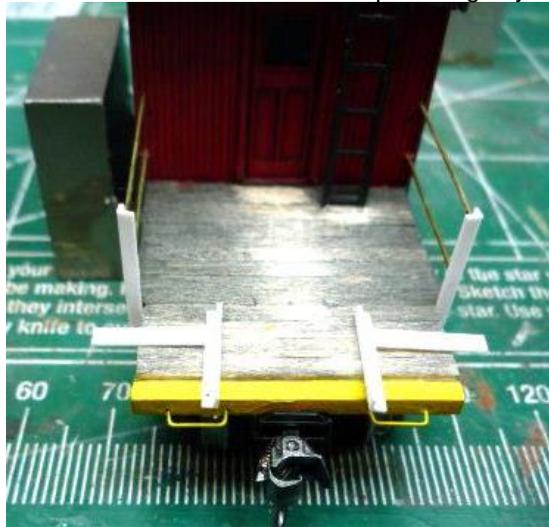
the hole and cross bar. The end sill grabs are .020 brass wire hand bent, cut to size and individually slid into

receiver holes as well. The coupler lift bars are .020 brass wire cut to size, hand bent and held in place with .010 brass wire handmade eye bolts individually installed into receiver holes. The coupler pin lift chain is glued to the center of the lift bar and left loose at the top of the coupler knuckle. The brake wheel stem is .010 brass wire cut to size and capped with a brake wheel from the extra parts box. The plastic roof ladders, which came from the extra parts pile, are topped with walkover grabs of hand bent .020 brass wire applied individually to the ladders and the roof platforms. The tool chest on the "B" end porch is the modified kit supplied underslung tool box cut down to fit this location with a lid added. The stay wire for the smoke jack is custom fabricated from .010 brass wire and secured in pitch pockets in the roof.

Aftermarket parts added to round out the customization of the caboose are Walther's Proto "Milwaukee Road Rigid Caboose Truck w/ 33" wheels part No. 920-2030" and Kadee #5 couplers.

Transfer Caboose # 34 wore two different paint schemes in its service life. The green and red livery I have depicted as well as an all red scheme. The entire kit was brush painted to give an inconsistency in the finish to suggest mild weathering and yeoman service. The **C&IM** green is a custom paint

color formula that I have developed and settled on. I use it on all my **C&IM** rolling stock and diesel power. The red is Signal Red and the yellow is Refer Yellow. The trucks are painted grimy



black. The roof is oily black to represent treated canvas. The deck boards are stained with an India ink and water wash. The underframe is Steam Power Black (my favorite color). The caboose is weathered with powders on the trucks to represent dirt, dust and rust. The deck boards were distressed with a wire burnishing tool. India ink and water wash were applied





from other projects and are typical of **C&IM** rolling stock. The train crew was added last.

In the last photo you can see caboose #44 and #34 in my Springfield "Shops Yard". Two different results from the same kit.

to the roof, walls, decks and stairs to represent soot and dirt. Decals were pulled from my inventory of leftovers



Director's Report: MCoR Board Meeting, January 2016

by Jon Marx

The MCoR Directors met at the Antioch Branch of the Johnson County Library, Merriam, KS, January 16,

2016. After routine business was addressed there were two major items on the agenda. One was the revision of the MCoR Regulations to simplify future filings with the Missouri Attorney

General. Most recent revision was in 2006. The other major item of business was discussing ways to increase membership. We were limited to our time in the library so there was only enough time to deal with the former.

The 2015 Region Car Project is still available. The car is a St. Louis Refrigerator Car (SLRX) produced by Accurail. Six numbers are available. For ordering information, visit page 44 of 1st Quarter, 2016, issue of the Caboose Kibitzer. The car project is one way we can support the Region and its activities.

Dues rebate checks to Divisions: Some divisions have no paymaster, so there is no one to send dues rebates checks to. Seven Divisions had no Director, at the time of the meeting. Unclaimed checks to Regions without officers will be retained by the Region to cover AP expenses.

The Kalmbach Library also is the repository for the MCoR Library. The Region's financial contribution to the library is 25% of the income from our Vanguard investments. Currently this is \$328.00. Material donations to the library totaled \$471.40.

Conventions:

The Region has provided assistance to the Western Heritage Division for the 2016 Convention. Planning has started for the 2017 Convention (May18-21). The bid for the 2018 Convention is still open. Ideally the Region is looking for atypical host locations. These can be a goldmine of untapped talent and knowledge. Recent conventions at Branson and Jefferson City were cited as examples.

Report from Western Heritage about the 2016 Convention: The committee is waiting for the UP to determine the itinerary of the Heritage Fleet. There is

a verbal commitment to tour the Heritage Fleet shops and roundhouse. Also there is a verbal agreement to visit the Henry Doorly Zoo railroad and shops. The committee is working through a retired dispatcher for approval to visit the Harriman Dispatch Center.

A local Omaha TV station has converted the former CB&Q station to their use. There may be a walk-through tour. The committee is working on other rail an non-rail activities to encourage registration. There will be a train show (Nebraska-Iowa Railroad Historical & Museum Society, sponsors) at the Ralston Arena that includes operating layouts. Layout tours and clinics will be part of the activities.

(Update: These activities have since been confirmed and are available for registration.)

The popular vote contest is returning as is the switching contest. AP evaluations will also be available on request.

For Convention information and registration forms:

<http://www.whd.mcor-nmra.org/convention/> More activities are being added from time to time. Check this site for the most recent information. Also, the 1st Quarter, 2016, issue of the Caboose Kibitzer has excellent pre-convention coverage.

The 2017 convention will be joint with the Thousand Lakes Region. Date is set for Memorial Day Weekend, May 18-21. Prototype tours will include a grain elevator and a charter excursion on the Boone & Scenic Valley. The model contest will have beginners category to encourage those new to contest modeling.

Kibitzer:

The Region is looking for replacements for Louis Seibel (Advertising Manager) and Ted Tischart (Kibitzer Editor), both of whom wish to step down from these positions. If anyone in Gateway Division is interested, contact Hank for more information.

Membership:

The Region started 2015 with 950 members. Ten are deceased and 40 Rail Pass members did not continue. Whit Johnson reported he is working with National to get reports of members that move into and out of the Region so we have a more accurate count of current members. Also, a listing of those not renewing. If a member goes inactive they must rejoin to come back. The monthly membership reports should be used by the Division Membership Chairmen to help keep members current.

Web site:

Ryan Moats reported he has enhanced the Region web site to better prevent

hacker invasion and it has a new look. Ideas for content should be submitted to him. Particularly clinics. Hank mentioned the MCoR web site has clinic drafts that can be used by Divisions to adapt to their own clinics. Also, we can go to National's web site for other sources.

MCoR Regulations:

Directors were provided with copies of the proposed revision to the MCoR Regulations before the meeting. The document was considered, item by item, with changes proposed and voted on. The document, as modified, was unanimously approved. It now will be reviewed by Legal and final consideration will occur at the June BoD meeting.

There was not enough time to consider the 501(c)3 filings or to discuss ways to recruit and keep members. Our allotted time in the library meeting room was expiring.

Kansas City Union Station

by Eugene Coffman

The amount of rail traffic through Kansas City has always exceeded what might be expected for a former cow town with limited population and industries. Geographical features have resulted in this happy result for Kansas City. First, the Mississippi was much easier to bridge near Chicago than further south in St. Louis after several confluences have greatly enlarged the river. Further west, similar concerns resulted in the Missouri River being bridged at KC. For many years, this

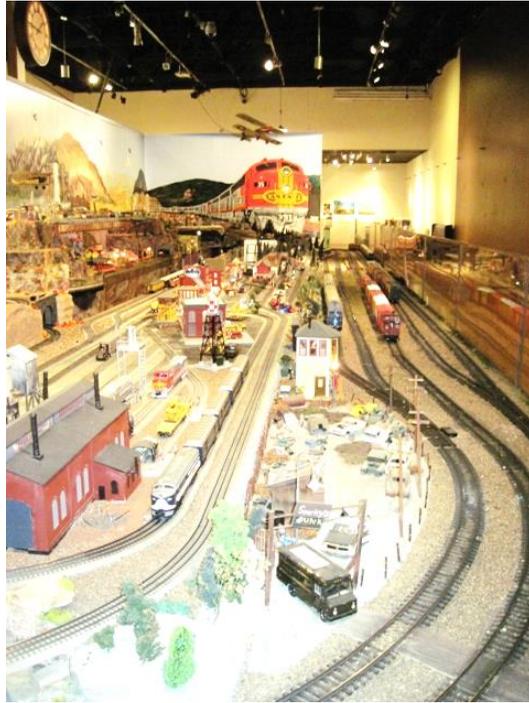


directional funneling of rail traffic has resulted in more rail tonnage passing

through KC than any other city in the U.S.

The great western expansion of our nation was made possible by railroads. As late as 1865, there were still few white settlers between the Missouri River and California. Many tribes of Native Americans thrived on the Great Plains and were sustained by herds of bison that seemed infinite. The beginning of the end of our western frontier was marked by the joining of the track of the Central Pacific RR and Union Pacific RR at Promontory Point, Utah in 1869. As transcontinental rail traffic boomed, estimated herds of 60 million bison shrank to less than 2000 by 1890. By the early 1900's most Native Americans had been consigned to reservations ending forever the horse cultures of the Plains.

The great volume of east-west freight traffic necessitated huge switching yards in the Kansas City area. To serve all the passenger traffic, Kansas City Union Station opened in 1914, just



in time for World War I. By the time of World War II, railroads were said to carry 95% of the freight that moved in the U.S. and more of that moved

through Kansas City than any other town. After learning of the extensive history and continued use to this day of this beautiful station, we visited it when in KC for a Royals/Cardinal game. The day spent at the Station proved much more enjoyable than watching the Royals bash the Cards.



We headed first to the very popular observation bridge so favored by railfans. The bridge spans two very busy E-W main tracks and six adjacent switching tracks to handle routing into and out of nearby rail yards. We almost immediately saw a UP tank train of over 100 cars of the GATX 25,000 gal. variety (as determined by passing serial numbers). Shortly thereafter, a BNSF train of over 110 container cars went by carrying mainly containers of

City Southern RR (KCS), it was



relocated to its present location, rebuilt with two spans instead of three, and adapted as a pedestrian bridge. It was later renamed the Michael R. Haverty Freight House Bridge after a gentleman whose innovations helped change local and national railroading. Before being CEO of KCS, Haverty was president of the Santa Fe RR which, during his

Asian origin such as Hyundai and Yangming. Friendly local railfans said such rail traffic is nearly constant under the bridge 24 hours a day. The bridge is covered against the weather with enclosed sides for safety. Photos are still easily taken.

This observation bridge was formerly a three-span through-truss RR bridge build elsewhere in KC in 1892. No longer needed by the Kansas





the lifelike ghost-grey human figures using the equipment (see photos). The exhibits were very well done. Much of the area is hands-on including a switch engine cab that can be climbed-into and made more realistic by the powerful motor vibration felt in the floor of the cab.

We then went to the Model Railroad Exhibit featuring a multi-level, multi-gauge layout. (See photo)

Automated and remotely controlled

tenure, pioneered intermodal shipping using the “piggyback” method with JB Hunt Trucking Co. After taking over the KCS, he then repositioned this RR to a north-south carrier and acquired Mexico’s Northeast Railway in 2005 to serve the new Mexican manufacturing plants resulting from the NAFTA treaty.



The next area of the station we visited is titled “Kansas City Railroad Experience”. It starts out as a museum-like area with the expected enlarged photographs, historic documents, and actual RR equipment. What makes it different and the scenes seem so realistic are

trains of O, HO, G, N, Z, Lego, and Thomas varieties are running. A train will stop at a passenger station or industry and leave before the next one arrives. Crossings are handled in a similar fashion. A single volunteer was monitoring a master control panel in a separate room for any problem but he volunteered that very few failures are

noted. Low “train tables” with wooden trains are provided in the same room to occupy the younger kids during a family visit.



From a wide assortment of other non-RR activities during our visit, it is apparent that this Union Station is vibrantly active year round besides still serving passenger traffic. Numerous trade shows, art exhibits, conventions, contests, and meetings by local trade,



business, and hobby organizations are regularly scheduled in the many areas of the station resulting in a lot of pedestrian traffic. Laser shows, the Gottlieb Planetarium, and “Science City” are part of the complex but have a separate admission charge. KC Union Station is easily accessible with plenty of parking and well worth your visit. The success of Kansas City in preserving and using this beautiful edifice gives me hope that St. Louis might someday come up with an equally fine solution for their Union Station...

As a footnote to Railfans: With the massive amount of rail traffic in the Kansas City area, information on many prime railfan locations is readily available at www.kcraifan.com. Site maps, carrier radio frequencies, viewing hot spots, best (and most safe) hours, and a photo gallery are shown.

Division Minutes

by Gregor Moe

Meeting Minutes for January 18, 2016

Officers in Attendance:

Jim Ables, Superintendent

Don Ayres, Assistant Superintendent

Richmard Velten, Paymaster

Gregor Moe, Clerk

Jon Marx, MCoR Director

Ron Gawedzinski, Activity Coordinator

Don Ayres, Publicity Chairman

Clinic: Dave Roeder presented a clinic on making your own decals.

Business Meeting:

Superintendent Jim Ables called the

meeting to order. There were 24 members present.

Minutes of Previous Month's Meeting

Minutes from the December 2015 meeting were available for review prior to the meeting start. Minutes were approved as written.

Treasurer's Report

Rich Velten presented the December 2015 paymasters report. The opening balance was \$21,789.99. During the month we had total receipts of \$3059.63 and expenses of \$499.69. Our closing balance was \$24,349.93. He gave a summary of the years financial activities. There was a donation to the division of \$3,000.00 and a layout donation that was sold for \$3,600.00.

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 winter edition will be published soon. John has set 1 April as the deadline for the spring edition submissions.

Directors Report

Jon Marx reported that the dues for the division will be sent out this summer. The regional convention will be held in Council Bluffs June2-5 2016 and that the 2017 will be held in conjunction with the 1000 Lake region. The region web site is looking for articles and clinics to post on the site. The region is looking at the regulations and presented a copy the proposed change to the division secretary.

Achievement Program (AP) Report

There was no report as Phil Bonzon was not present.

Publicity Chair Report

Don Ayres requested volunteers to

support our table at the Great Train Show in St Charles. He reminded everyone of the Boeing show in March.

Outside Activities Report

No Report

Old Business

- The 2020 convention is still tabled
- Jim brought up the need to upgrade the division audio visual equipment. Jon Marx proposed a motion to spend \$800 - \$900 to upgrade the audio visual equipment. Don Ayers move to amend the amount to \$1000. Both motions were passed.
- Jim Ables stated he is working on the opt in letter for the division directory and a survey on what the members would like to see in the way of clinic and activities. The directory will be in printed form only and one to each member.
- Jim Ables discussed using the donation for member activities.

New Business

- Jim Ables discussed several topics for the division to consider.
- Meetings should the meetings be on a different day.
- Wanting to get the division budget on a break even status.
- What type of clinics do the members want and the need for people to step and give clinics and the possibility of paying for supplies for a clinic.
- The need for more help with the big projects and setting up check list for the different jobs involved.
- The possibility of getting a second face book page or Yahoo account to improve communication within the group.
- Greg Gramlich brought up some ideas for getting kids involved in the hobby.

- Chris Oestreich volunteered to head the operation day program and get it moving again.
- The bylaws are being reviewed and the proposed changes will be brought to the members for a vote.
- Upcoming clinics: Don Ayres listed some of the upcoming clinics: soldering, a prototype briefing, speaker demonstration, and building from photographs.

Drawings

50/50 winner: Mark Schuermann

Gift Card winner: David Lowell

Meeting adjourned.

Meeting Minutes for February 15, 2016

Officers in Attendance:

Jim Ables, Superintendent

Don Ayres, Assistant Superintendent

Richmard Velten, Paymaster

Gregor Moe, Clerk

Jon Marx, MCoR Director

Ron Gawedzinski, Activity Coordinator

Don Ayres, Publicity Chairman

Clinic: Jim Ables, Don Ayres, Rich Velten, Brian Post presented clinic on the basics of soldering.

Business Meeting:

Superintendent Jim Ables called the meeting to order. There were 19 members present.

Minutes of Previous Month's Meeting

Minutes from the January 2016 meeting were available for review prior to the meeting start. Minutes were approved as written.

Treasurer's Report

Rich Velten presented the January 2016 paymasters report. The opening balance was \$24,349.93. During the month we had total receipts of \$120.48 and expenses of \$1,008.60. Our closing balance was

\$23,461.81. He gave a summary of the years financial activities. The division purchased new audio visual equipment for use at the meetings.

Merchandise Report

Rich Velten reported we have a good supply of wheel sets on hand. Also on hand are NMRA N-gauge standards, and NMRA OO-On3 gauge standards. He is considering purchasing some HO NMRA gauges.

RPO Report

The winter edition has been published. John has set 1 April as the deadline for the spring edition submissions.

Directors Report

Jon Marx reported on the division member ship report. Hank Kraichly reported that the Western Heritage division web site has information on the region convention in Omaha.

Achievement Program (AP) Report

There was no report as Phil Bonzon was not present.

Publicity Chair Report

Don Ayres reported 8 people gave their email address to get information about our group at the Great Train Show in St Charles. He reminded everyone of the Boeing show in March and requested volunteers to man our table. There is a new railroad museum starting up called the Iron Horse Museum.

Outside Activities Report

The arrangements have been made to have a joint tour of the Barriger National Railroad Library, University of Missouri St. Louis North Campus on Saturday, March 5, 2016.

Old Business

The 2020 convention is still tabled

Jim explained to the division about the new audio visual equipment.

Jim Ables stated he is working on the opt in letter for the division directory and a survey on what the members would like to see in the way of clinic and activities. The directory will be in printed form only and one to each member.

Jim Ables reported that Chris Oestreich has set up 2 possible operating sessions.

New Business

Brian Post reported that the division printer has died it was used to print flyers for the division. He had found a used one to replace it for \$275.00 and \$49.00 for a cartridge. Moe Berk moved to buy the printer. Rich Velten seconded the motion. Don Ayres amended the motion to include the cartridge. Rich Velten seconded the motion. Both motions passed.

Brief discussion on donations to groups to rebuild after the recent floods we are still waiting for replies from the groups about their 401 status.

A family contacted the group about their fathers layout but weren't clear about if they wanted to sell or donate the layout.

Upcoming clinics: next month's clinic will be on the Chicago and Illinois Midland railroad by Dave Lowell. Don Ayres stated that future clinics will continue to the basics of model railroad construction.

Drawings

50/50 winner: Dave Lowell

Gift Card winner: Kenneth Risley

Meeting adjourned.

Meeting Minutes for March 21, 2016

Officers in Attendance:

Jim Ables, Superintendent

Don Ayres, Assistant Superintendent

Richmard Velten, Paymaster

Gregor Moe, Clerk

Jon Marx, MCoR Director

Ron Gawedzinski, Activity Coordinator

Don Ayres, Publicity Chairman

Clinic: Dave Lowell Chicago and Illinois midland railroad. .

Business Meeting:

Superintendent Jim Ables called the meeting

to order. There were 32 members and one guest present.

Minutes of Previous Month's Meeting

Minutes from the February 2016 meeting were available for review prior to the meeting start. Minutes were approved as written.

Treasurer's Report

Rich Velten presented the February 2016 paymasters report. The opening balance was \$23,461.81. During the month we had total receipts of \$45.25 and expenses of \$691.63. Our closing balance was \$22,815.43. He explained that the big expense was a printer for the division.

Merchandise Report

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

RPO Report

John has set 1 April as the deadline for the spring edition submissions.

Directors Report

Jon Marx reported on the division member ship report and reported that the Western Heritage division web site has information on the region convention in Omaha.

Achievement Program (AP) Report

There was no report as Phil Bonzon was not present. Jim asked if anyone could take over till Phil get back.

Publicity Chair Report

Don Ayres reported 3 or 4 people gave their email address to get information about our group at the Boeing show. He requested volunteers to man our table at the next show in Belleville. There is a new railroad museum starting up called the Iron Horse Museum opening on 30 April 2016.

Outside Activities Report

Ron Gawedzinski on the joint tour of the Barriger National Railroad Library, University of Missouri St. Louis North Campus on

Saturday, March 5, 2016. Eighteen people attended.

Old Business

The 2020 convention is still tabled

Jim explained to the division about the new audio visual equipment.

Jim Ables stated the membership directory letter was approved by the directors. The opt in letter for the division directory and for email. The letters should be sent out around 1 April 2016.

Chris Oestreich briefed on the 30 April 2016 operating session there will be three layouts open.

New Business

No new business was brought up.

Upcoming clinics: next month's clinic will be John Carty. Don Ayres stated that future clinics will be Rich Velten will present a speaker clinic, using LEDs to light buildings and more of the basics of model railroad construction.

Drawings

50/50 winner: Hank Kraichly

Gift Card winner: Jim Ables

Meeting adjourned.

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 9, 2016

Metro East Model Railroad Club, Open House 10am to 3pm,

Old Fire House/Village Hall, 180 Summit Street (Corner of Summit and School Streets), Glen Carbon, Illinois, Admission Free

Sat., April 16, 2016

Ozarks Model Railroad Association, 38th Annual Train Show 9am to 3pm, Springfield Expo Center

645 St Louis St, Springfield MO, Admission \$7, children under 12 free
For more information visit <http://omraspringfield.org>

Sat., April 16, 2016

Iron Spike Model Train Museum Open House

1498 High St., Washington, MO 63090.

Interactive model train museum in Washington, Missouri to providing educational opportunities, as well as honor and preserve railroad heritage in the Midwest. Museum will include both HO and N scale layouts.

info@ironspike.org , P: 636-667-3380

Mon., April 18, 2016

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

Clinic: From photograph to scale model: John Carty will present his techniques for creating his realistic structure models from photographs.

Sat., April 16, 2016

St Louis Live Steamers,

Public Run Kircher Park, Eureka MO, 11am to 4pm, Admission is free.

Additional dates: May 14th, June 18th, July 23rd, August 20th, September 10th, October 8th.

Sat., April 30, 2016

Operations Night

7pm. Three Layouts: Brad Joseph, Union Pacific, Wyoming Division, Brian Post, Sierra Nevada and Indian River Railway, & Jay and Jeremy Janzen, ATSF Kansas Division, Contact Chris Oestreich to sign up, 636-207-1704, ooestreich62@yahoo.com,

Mon., May 16, 2016

Gateway Division Meeting, Trinity Lutheran Church, Town & Country, MO, 7 p.m. Clinic: Rich Velten will reprise his excellent clinic we saw last year in O'Fallon on the various speakers available today for installation into DCC locomotives.

Sat., June 11, 2016

3rd Annual Train Show

Benefiting the American Heritage Railroad, 10am to 4pm, American Farm Heritage Museum, I-70 @ Highway 127 (Exit 45), Greenville, IL, Admission \$4, Children under 12 free (Free 1 mile train ride with every paid admission).

Mon., June 20, 2016

Gateway Division Meeting, VFW Hall, O'Fallon, IL, 7 p.m. Clinic: Basics of Model Railroad Series: Greg Moe will present a short discussion on track laying and ballasting, followed by a hands-on exercise ballasting and fixing a piece of sectional track. Bring your own favorite tool that you use for making your ballast look perfect. Division will supply some materials.

Mon., July 18, 2016

Gateway Division Meeting, Trinity Lutheran Church, Town & Country, MO, 7 p.m. Clinic: Guest speaker Gary Brandenburger will present an LED lighting clinic which covers both the electronics basics that folks need,

and how to do things with LEDs one can't do with incandescent light bulbs.

Sat., August 6, 2016

Central Missouri, Railroad Association

Train Show and Swap Meet, August 6, 10am to 2:30pm, Warrenton Elks Lodge, 1101 E Veterans Memorial Parkway, Warrenton MO, Admission: Adults \$5, ages 11-17 \$3, 10 and under free

Fri. & Sat., August 12 & 13,

2016 St Louis Railroad Prototype Model Meet Gateway Center,

Collinsville IL, \$25.00 Friday for two day pass/\$20.00 Saturday, Co-Sponsored by the Gateway Division

NMRA, Information: John Golden

Golden1014@yahoo.com Lonnie Bathurst (217) 556 0314

bathurst@litchfieldil.com, 2016 St.

Louis RPM Website

<http://icg.home.mindspring.com/rpm/stlrpm.htm>, St. Louis RPM Photos

Online:

<http://www.pbase.com/golden1014>

Sat., November 5, 2016

Gateway Division NMRA, Fall Meet

9am to 3 pm, Trinity Lutheran Church, 14088 Clayton Rd, at Woods Mill Road (Hwy 141), Ballwin, MO (West St Louis County), Admission \$7, children under 12 free

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

Jimmy D. Ables

Assistant Superintendent

Don Ayres

Clerk (Secretary)

Gregor Moe (Bonnie)

Paymaster (Treasurer)

Richard (Rich) M. Velten (Marilyn)

Division Director

Jon W. Marx (Kathy)

