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WGH Newsletter

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On the Cover

Frisco 1522 on its final trip. This image won first place in the prototype color print category of the 2002 Gateway Division photo contest. Photo by Chris Oestreich.

Superintendent's Desk

by Robert Amsler

Well our Holiday Party is over, the election vote results have been made public, and we are all gearing up for a new year.

With this new year, the Gateway Division is facing a few challenges. At this time, we are committed to the 2004 regional convention. Mr. John Schindler is at the helm and guiding us in that endeavor. Please step up and give him any help you can. Do not be afraid of volunteering. He will be glad for your offer.

We are concerned with the project railroad and its future. We have used this as both a learning tool and a fund raising project. However, GATS is not coming to downtown St. Louis or even Collinsville anymore based on their schedule. Instead, they are meeting in Wentzville. The officers have concerns that we might not be able to keep making money as we have in the past at these shows because of the new location. We may have to reconsider this project. Time will tell.

At the same time, some of the officers and members have discussed returning to a train show in a larger venue with multiple dealers to make money. We have thought of different areas including a school with a large gym to maybe the Gateway Center in Collinsville, Illinois. If we undertake this type of show in the fall, it will take time and effort by the members to make it a success. Please let us know your thoughts. After all, without everyone's help, this will not work.

Finally, we need to bring in new members. Each of us knows a few persons who are model railroaders but yet do not belong to the NMRA. Our President, Allen Pollock brought this up. I think we should each try to get at least one person to join the NMRA. That will increase our membership in the NMRA, provide a larger pool of talent and knowledge for each of us as a resource, and help the Gateway Division in its projects such as a fall train show.

Gateway Division Clinicians Wanted

We still need clinics for upcoming meetings. If you know something other people don't then you're qualified to conduct a clinic. And if you don't think you can fill an hour, we can pair you up with another short clinic for the evening. We especially need more hands-on how-to modeling workshops and more in-depth prototype clinics.

Call Mike Thomas at 314-664-0680 or 314-771-0680.

Election Results

Superintendent	
Bob Amsler	(314) 464-0589
Assistant Superintendent	
Michael Thomas	(314) 771-0680
Secretary (Clerk)	
Dave Bartz	(314) 739-6398
Treasurer (Paymaster)	
Ken Thompson	(636) 394-2247
Division Director	
Jim Anderson	(636) 394-1305

Gateway Division 2002 Fall Meet

by Mike Thomas
photos by Richard Schumacher

More than 75 people attended the Gateway Division's Fall Meet, held November 2 at Trinity Lutheran Church. I don't have final financial figures, but the event was an approximately break-even deal, with admission charges covering the cost of renting the gym and classrooms plus printing and other minor costs.



Thanks are due to Jim Anderson for making all the arrangements with the church, as well as for recruiting the set-up and clean-up crew, to Hank Kraichely for lining up all the Sunday afternoon layout tours, to Ken Thompson for his non-stop manning of

the registration table, to Don Taschner for running the contest room, to Randy Meyer for acquiring dozens of door prizes, and to Rich Schumacher for photography and computer support.

Thanks also go to our clinicians, Kevin Hampton, Rick Lake, Dave Roeder (twice!), Brad Joseph, and Jim Ables, and to those who opened their home layouts to us on Sunday: Rick and Venita Lake, Gary Hoover, Mike Peters, Dave Roeder, Hank and Carolyn Kraichely, John Hardy, Ken Patterson, and Dave Lotz.

We will certainly do it again next year, but the size and success of any meet depends on the people willing to step



forward and lend a hand. In addition to help with all the jobs noted above, we would greatly benefit if we had two more volunteers: one who would take charge of publicity, and one who would take charge of swap tables.

Please start thinking now about what you would like to do to help put on the 2003 Gateway Division meet.



1st&2nd Generation Diesels, First Place 2002, Don Taschner



3rd&4th Generation Diesels, First Place 2002, Jeff Meyer



Whole Train, First Place 2002, Chris Oestreich



3rd&4th Generation Diesels, Second Place 2002, Chris Oestreich



3rd&4th Generation Diesels, Third Place 2002, Jeff Meyer



Freight Car, First Place 2002, David W. Davis



Freight Car, Second Place 2002, David W. Davis



Freight Car, Third Place 2002 (tie), Jeff Meyer



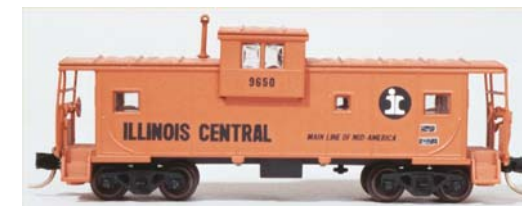
Freight Car, Third Place 2002 (tie), David W. Davis



Caboose, First Place 2002, Ralph Boyd



Caboose, Second Place 2002, Jeff Meyer



Caboose, Third Place 2002, Glenn Koproske



Passenger Car, First Place 2002, Chris Oestreich



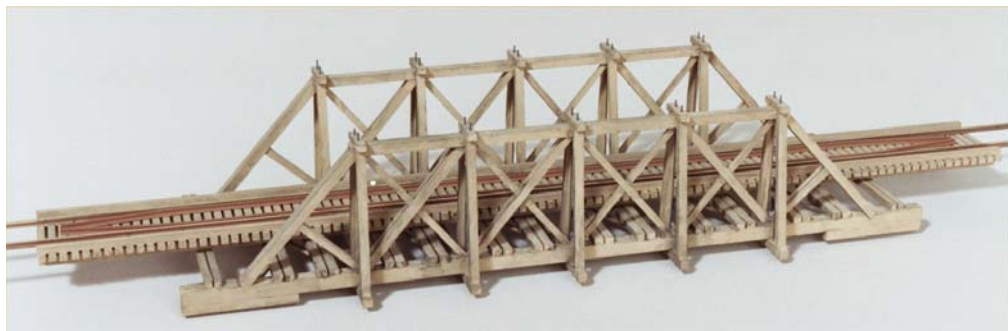
Structures, First Place, Don Taschner

Online



Structures, Second, Glenn Koproske

Offline



Online Structures, Third Place 2002, James McDonald



Online Structures, Second Place 2002, Jeff Meyer



Structures, First Place, Don Taschner

Offline



Offline Structures, Third Place 2002, Glenn Koproske



Prototype Print, Second, Glenn Koproske



Model Slide, Third, Richard Schumacher



Whole Train, Second Place 2002, Chris Oestreich



William F Schumacher Spirit of Railroading Award, David W. Davis



Dioramas, First Place 2002, Rich Laux



Western Award, David W. Davis



Slide, First, Richard Schumacher

Prototype



Slide, Second, Rich Schumacher



Color Print, Third, Glenn Koproske

Prototype



Slide, First (tie), Chris Oestreich

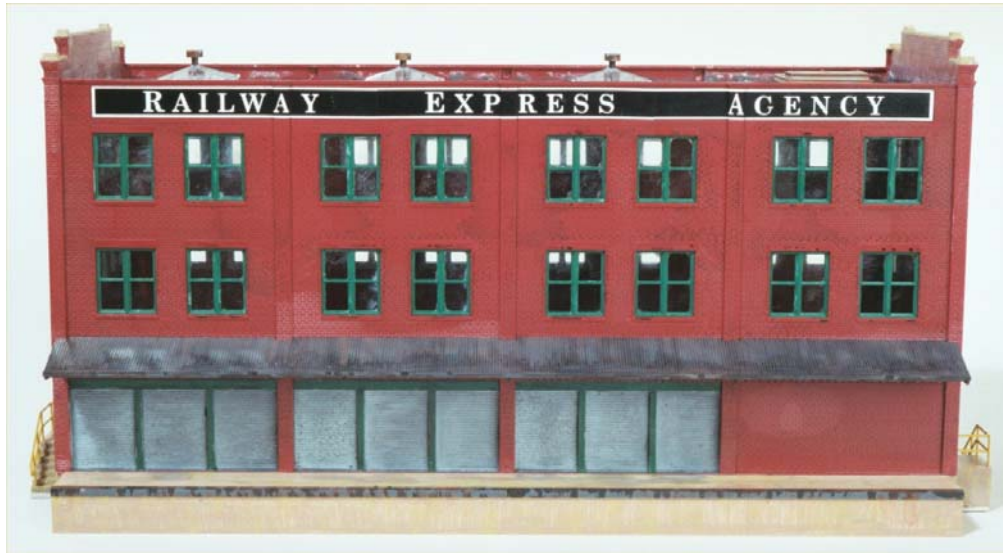


Show

Best of



of Way, David W. Davis



Walther's "Railway Express Agency" (933-3095) as assembled for the MHS Display Layout.

Walther's Cornerstone "Railway Express Agency"

*Assembly tips and techniques for
Walther's HO kit #933-3095*

*by Mike Thomas
photos by Richard Schumacher*

The instruction sheet for Walther's Railway Express Agency freight house has a page of fine type giving a detailed description of how the prototype buildings functioned and how the model might best be integrated into your layout, but barely two dozen sentences on how actually to assemble the model. These instructions consist mostly of explaining the proper sequence of assembly - which they do quite well - without saying a word about painting (much less weathering), or tools, or techniques. I usually spend more time in the armchair than at the workbench, so I had to re-learn a lot about assembling a plastic kit.

Before building a kit I always take all the parts out of the box, look at them, look at the instructions, then put everything back in the box, close it again, and go away. I then repeat this as necessary until I've got up the nerve to start work. When I finally decided the time had come to get going on this kit, my first step was to paint and weather the parts while they were still on the sprues.

The kit is cast in four colors of plastic in addition to clear plastic window and skylight glazing, so it would be a nice enough model even if you didn't paint it at all. The dark brownish-red of the brick walls is an especially good representation of real brick; brick comes in a wide variety of colors, but most tend more toward brown, not red. The very dark gray used for the corrugated iron canopy over the docks is equally believable. The warm grey color used to represent the concrete loading docks and stairs is close, but much too smooth and uniform. The

light gray plastic used for the window frames, dock doors, man doors, canopy brackets, and handrails makes them all look like plastic instead of wood and steel.

My paint box contains a variety of paints, both water- and solvent-based, and for this kit I used what I had on hand, applying all of it by brush. One ought to use water-based paints on unprimed plastic, and mostly I did. The exception was on the window frames; for these I used Floquil Weyerhaeuser Green, because it was the only paint I had that was a good match for that dark green that was so widely used for exterior trim and woodwork up through the 1950's or so. I suppose there was some particular pigment that was both more durable and less expensive than the alternatives; at any rate, it looks to me like just the right color for window sash. I decided to leave the dock doors grey but painted the frames green. The brackets that support the canopies over the loading docks got a coat of Poly Scale Engine Black. The handrails that go on the steps I painted a bright safety yellow. I gave the man doors (as opposed to the coiling dock doors) a solid coat (not just weathering) of Poly Scale Earth, which has a sort of

generic industrial beige look. These door castings have a very fine raised border to represent the door frame, and after the base coat dried I used a very fine brush to outline the frames in Weyerhaeuser Green; the door knob got a tiny dab of black.

The skylights are each a single pyramidal casting of clear plastic. The mullions between panes of glass are cast into skylight; I used a permanent laundry marker to "paint" these black. It doesn't take too much skill, just some care, to run the edge of the felt tip along the raised mullions, and it increases the realism of the skylights enormously.

The wall castings don't have brick lines below the level of the first floor door thresholds. This part of the wall is mostly hidden by the loading docks and steps, but those parts that are not hidden are clearly intended to represent a concrete foundation. Unfortunately, the whole wall has to be cast in the same brick colored plastic, so I painted this lower foundation part of the wall with Poly Scale Mud as a base color, and then set about using weathering to blend the appearance of this concrete foundation with the concrete loading docks and steps. I

started by liberally dry-brushing the docks and steps with Mud to bring them more into line with the color of the wall foundations. When the forms are first stripped from real concrete, what you see is almost entirely the cement paste, which is a cool grey color, but it doesn't



take long for the weather to wear away at the cement and expose the sand and gravel aggregate. Around St. Louis, that aggregate, especially the sand, is usually a warm brown or tan color, so I worked at giving



my model concrete a warmer look by dry brushing with Earth. Since I was trying to simulate flecks of color - HO scale grains of sand - I was careful to use a very dry brush, but made sure I got a bit of paint on every part of the concrete. I then dry brushed Grimy Black in a few spots on the vertical face of the loading dock, using vertical brush strokes and applying it mostly near the top to give the appearance of grease or oil which had run down from the dock. I also added similar grease marks to the separate casting that represents a steel angle guard cast into the lip of the dock.

My basic weathering medium is ink. I fill a film canister about half full of rubbing alcohol and then add a dozen or so drops of black ink. I usually use india (drawing) ink, but when I sat down to this kit I discovered I had none, and so substituted stamp pad ink. I laid out all the kit parts except the roof and the clear plastic glazing material on a large sheet of corrugated cardboard and began washing them with my ink and alcohol, applied with a large (3/8") brush. As the alcohol evaporates the ink would like to bead up on the plastic, so it tends to stay mixed with the diminishing quantity of alcohol. Since the alcohol evaporates last from

crevices, such as the brick lines cast into the walls, that's where most of the ink is left when the last of the alcohol goes. Prototype dirt and soot is similarly attracted to prototype crevices, so the model takes on a very realistic pattern of grime. The ink also settled well into the corrugations of the coiling dock doors, giving them some depth and shadow, and into the corrugations of the iron dock canopy, which is already dark grey but benefits from the mottling and variation in grey that the ink gives it.

Even after it has been left overnight to dry, the ink wash has the disadvantage of staying slightly tacky - that is, it will smudge off on your fingers if you handle the pieces too much. An overspray of Dullcote will take care of that.

The last step in weathering the pieces before assembling them is to add some rust. I have some Weather-It brand liquid rust, which goes on very thin, looks at first like I've used way too much, and then as the vehicle evaporates it actually leaves a very modest coat of rust behind. I used this on the dock canopies and canopy brackets, on the dock itself in streaks, and on the turbine ventilators that go on top of each skylight.

I followed the kit's order of assembly instructions step by step, with one exception. Instead of assembling all four walls onto the base and then trying to drop the roof into place between the parapets, I left one end wall off and slid the roof piece into place from the end. I also cut and installed a piece of stiff cardboard (from a legal pad) at the third floor level, so that when a viewer looks in the windows on one side of the building, they can see only the row of windows for that floor on the other side. The tops of the second floor window sash castings make a perfect ledge on which to rest this cardboard floor; I notched around the stair landing window that falls between the second and third floors. I didn't need to install a cardboard second floor, because this kit has almost no glazing on the first floor level, so there's no see-through problem to solve.

I used Testor's Plastic Cement for almost all joints between opaque plastic parts, dry fitting the parts and running a very small paintbrush of cement along the blind side of the joint and letting capillary action draw the cement into the hairline between pieces. For attaching the clear glazing I used a generic gap-filling cyanoacrylate; I probably didn't need the gap-filling quality but it was the only super-glue in my box. I used this same cyanoacrylate to attach the handrails to the stairs and the dock canopy to the brick wall, since there are joints with very little contact area between the parts.

Since the most visible part of a building on most layouts is the roof, I added a little extra detail to it. The kit has four equally spaced skylights, but no roof hatch or access ladder to the roof. Flat roofs are high-maintenance, and

skylights are worse, so this building ought to have some convenient way for the maintenance man to get up there and patch leaks. I put the skylight at the stairway end of the building back in my parts box and cobbled together a roof hatch to take its place. First I cemented a square of scribed styrene to form a platform blanking out the entire skylight curb, which is about eight scale feet square. Roof hatches come in various sizes, but three foot square or thereabouts is the most common; since I had to justify taking out a much larger skylight than that, I made mine a double-wide, with a pair of hatches that meet in the middle just like a pair of doors. I cut a rectangle of flat styrene three feet by six feet, framed it in styrene H channel, and cemented it over one half of the scribed platform. A strip of styrene 1x2 represents an astragal dividing the rectangle into a pair of three foot by three foot doors. Tiny snippets of 1x2 represent strap hinges on each leaf; I hold these in place with the point of a scriber while I dab cement on, and don't move the scriber until the cement has completely evaporated. The entire hatch assembly was painted a non-descript maintenance department shade of grey, then got a wash of ink followed by a wash of rust.

The roof itself was the final part of the project. Up until thirty years or so ago, most prototype flat roofs were built up from multiple layers of roofing felt each embedded in a coat of hot asphalt or coal tar. The final coat of asphalt was often, but not always, topped with pea gravel; on this model I went with just the felt and asphalt. I used thin, cheap, yellow tracing paper cut into 3/8" strips to represent the three foot wide courses of roofing felt. I slopped down a thick stripe of Engine Black down the

center of the roof deck (working around the skylights), laid a strip of paper in it, and then coated the top of the paper with the same Engine Black. I then worked from this center strip toward the outside long walls in both directions, overlapping the strips slightly each time. The paper swells as it absorbs the paint, creating unrealistically large wrinkles and puckers, but as it dries it shrinks again. There are numerous wrinkles left in the tracing paper roofing felt, but they wind up being much smaller and more realistic.

World's Greatest Hobby Update, Feb '03

What's up with the World's Greatest Hobby? For starters, we should introduce "us," your newsletter editors, David Popp, associate editor of Model Railroader magazine, and Jim Riccioli, associate editor of Classic Toy Trains magazine. The updates come from a variety of sources, but we place extra weight on the information provided to us from you, our ambassadors. Below you'll find some recent success stories as well as other information and updates. - David Popp and Jim Riccioli

News and Success Stories

So what's in a number? The news that the World's Greatest Hobby campaign had enrolled its 1,000th ambassador (David Bacon) in November took ambassador no. 1000 Glen Chenier by surprise. Due to duplications in applications and other administrative twists, numbers are sometimes "wasted," so each ambassador's number and the order in which they were approved seldom match up. Not that Glen had much time to worry about such matters. Ambassador no. 1000 is teaching a community education evening course in model railroading this winter and spring in Allen, TX. A first for that area, the course could become a regular ongoing activity if

enrollment is strong enough. Glen has also built a portable N scale layout that was on display for the Christmas season in a family restaurant managed by his girlfriend, who he considers an "unofficial ambassador." She built all of the scenery and did "a fantastic job," he says and is always telling her restaurant customers how she did it. Meanwhile, Glenn has a portable Z scale layout under construction, and you can guess who he has recruited to do the scenery on that one. So what's in a number? As you can see, it's not the number that matters; it's the effort put forth by each ambassador that makes this the World's Greatest Hobby.

As for WGH's 1,000th ambassador, he's anxious to promote the world of model railroading because it wasn't so long ago that someone clued him in on the joys of scale modeling. A longtime railfan, David Bacon didn't take to modeling in earnest until 1996, when his new, model railroading father-in-law had a few words of (in this case) welcome advice. Of his own layout, David remarks, "Although it's not a complicated layout, it proves that even a modest layout can be a great place to start in the World's Greatest Hobby." That's the kind of attitude that makes ambassadors and introduces new hobbyists, says Russ Larson, publisher of Model Railroader magazine. "The rapid growth of our Ambassador program signals a bright future for the campaign and the hobby," said Larson. "Attesting to model railroading's broad appeal, we're attracting enthusiasts of all stripes - those who have been modeling for years and those who began recently, those with elaborate layouts and those with simple setups."

Mike Petruzzelli, another active ambassador, took part in the Pacific Science Center train show in Seattle last November and had his hands in other WGH activities in and around Anacortes, Wash. Last August, Mike served as camp director for a Cub Scout day camp in Anacortes, where he passed out many brochures and stickers and gave away a 4x8 layout from an earlier Science Center show.

Richard Schumacher reports that an HO scale 4x8 layout was built and donated by the Gateway Division NMRA (Greater St. Louis Area) to the Missouri Historical Society for its new exhibit, "Our World in Miniature," which opened in October and will run through February. The museum has received WGH literature to distribute during the exhibit. In addition, Gateway Division members will present demos and conduct "make and take" clinics throughout the duration of the exhibit (build a model railroad, build a tree, build a car kit, build a structure, painting figures, etc.). For a list of the scheduled exhibit activities, see the group's website www.gatewaynmra.org In December, ambassadors and other key WGH spokespeople collectively reminded the world (well, at least a significant portion of North America) about the traditional ties between Christmas and trains. Several pieces involved national audiences. On the Today Show Dec. 24, Paul Busse discussed model trains and their connection with the holiday season, reaching an estimated audience of 6 million viewers. In a seasonally oriented feature landing in the hands of 1.1 million readers, the Dec. 13 issue of the Wall Street Journal reported on the hobby's resurgence and referenced the World's Greatest Hobby campaign in the second paragraph. CNN's Money Line included a Dec. 26 segment (viewed by 500,000 folks) exploring how many families still have a model train running around the Christmas tree, and the tradition's nostalgic significance. Regional TV events with significant audiences had a similar seasonal flavor in December. Kato's Brent Runzel (WGN-TV in Chicago, Dec. 23, 150,000 viewers), ambassador Jim Providenza (KRON-TV in San Francisco, Dec. 22, 80,000 viewers), and ambassador Phil Monette (News 12 New Jersey TV, Dec. 20, 60,000 viewers) all touched upon similar ideas. Two major regional newspaper articles added to the December tally. The Toronto Star's Dec. 23 feature on model railroading technological leaps (quoting Model Railroader publisher Russ Larson) and the Twin Cities-based Star Tribune's Dec. 30 report on model railroading

demographics (quoting the NMRA's Brent Lambert as well as Model Railroader statistics) each reached close to 1 million readers. All in all, a nice gift from the people who make up the World's Greatest Hobby.

WGH Information

Ambassador Numbers - Your ambassador kits included your own unique ambassador number. Please remember to use this number in ordering WGH booklets and any other WGH materials, whether by e-mail or telephone, and to have your audiences enter it on the feedback cards they fill out. This number on the feedback cards will help us to keep track of your appearances and to recognize outstanding contributions by individual ambassadors. You can e-mail your requests for materials or telephone 877-426-5082. Please plan ahead and allow at least two weeks for delivery.

Arranging Appearances - The campaign's public relations firm, the Rosen Group of New York, continues to publicize the WGH speakers bureau. However, ambassadors can also arrange their own appearances, particularly for events that are conveniently close to home. You'll find a form letter (a Microsoft Word document) on the greatesthobby.com web site that you can send to organizations in your area to introduce yourself and the WGH campaign. Copy the document and add pertinent information. At a minimum you'll need to enter your name and address, that of the organization and contact person you write to, and your own contact information.

Your Feedback - We'd like to hear from you. As always, retailers can reach an appropriate contact in trade sales, and sponsors have access to program leaders. Now ambassadors with e-mail and Internet can participate in a forum set up just for them. The forum consists of four topic areas: Success stories, sharing speaking tips, other promotional activities, and suggestions for improving the campaign. The forum is interactive, allowing you to comment on other ambassadors' posts, and moderated, allowing us to keep the posts on topic. Please tell us about any WGH presentations that you make. We'd

especially like to share your successes and anything you learn with the other ambassadors. Using the forum, we'll try to summarize and highlight some of those success stories in future issues of this newsletter for all ambassadors, clubs, retailers, and sponsors to read. Under a separate e-mail in the next several days, ambassadors will receive instructions and links on how to access this new forum. Follow the registration instructions and have at it.

Updating Your Information -

Ambassadors who need to make changes to their registration information can do so online. Click on "update existing information" and you'll be able to enter changes of address, telephone numbers, e-mail, and anything else on the form.

Recruiting - Grass-roots support efforts have helped spur the campaign over the 1,000 ambassador mark. Keep spreading the word about the World's Greatest Hobby. The more ambassadors, registered clubs, and registered retailers the program has, the better.

Division Minutes

Recorded by Dave Bartz, Clerk

Gateway Division Meeting Minutes for August 19, 2002

Note: There are no minutes for the month of July, as the meeting consisted of a visit to the St. Charles Model Railroad Club. 25 of our members attended the club's layout and enjoyed a night of interesting operation and fine train running and scenery. The Gateway clerk did send a thank-you note to the club president to show our appreciation for their hospitality.

Superintendent Bob Amsler opened the business meeting at 7:00 PM.

Visitors: Mrs. John (Joann) Schindler, was our only visitor and was welcomed by all in attendance.

Minutes: Jack Tempelton moved to accept the minutes of the June 17, 2002, meeting as presented and Richard Wegner gave the second. Approved.

Treasurer's Report: was not available due to treasurer not being in attendance. Richard

Schumacher moved to table the July treasurer's report until the next monthly meeting and Randy Meyer gave the second. Approved.

Old Business:

2001 Convention Merchandise: It was reported that all convention merchandise except for train cars and patches had been given away to charities prior to the 2002 Convention in Florida. The remaining train cars and patches were sold at the 2002 convention.

Membership Data: Venita Lake reported that she is still collecting and up-dating membership information for the Membership Directory. Venita expects the directory to be completed "pretty soon".

Dues: In the absence of the treasurer, Venita Lake, announced she will collect dues from any members who wish to pay at tonight's meeting.

2002 Convention Report: John Hardy and Hank Kraichely reported that the attendance at the 2002 National Convention in Florida was approximately 1,200. The convention received mixed reviews. The layout tours did not seem to be of the same caliber as at other conventions and there were several major transportation problems.

Region: John Hardy reported that the NMRA's long range plans are being finalized and should be ready for review in January 2003. John also announced that the 2007, convention will be held in Detroit, Mi., and that the 2005 convention will be the last convention to be hosted by a local NMRA division.

History Museum Layout: Venita Lake reported that this layout was being built at the home of Rich Laux. The layout has had the framework completed, the track put in place and the street roadway installed. She also reported that approximately 75% of the buildings have been finished by several of our members. The layout must be completed and ready to move to the History Museum by September 18, 2002. Several members are working on the layout 1 or 2 days each week and Venita expects the layout to be completed on time.

The History Museum is linking their website to the Gateway Division's site so interested people can view construction details and completed buildings in detail.

Meetings have been held with the History Museum's personnel and it was decided to participate in the opening day activities on October 5, 2002 at the museum. Gateway members will be on hand to answer questions and demonstrate various modeling skills for the general public that are in attendance. It was also suggested that we have the Gateway Central X

layout at the October opening to let museum visitors see a layout under actual construction. Tentative details are being considered for our members to participate in a December "make and take" day at the museum. If that were agreeable with all parties, we would have simple building projects to be built with our member's help and supervision for the visitors at the museum who wish to participate.

The History Museum anticipates that there will be approximately 20,000 to 25,000 total visitors to the exhibit during the 3½ months it will be on display, and 400 to 800 visitors on opening day. The exhibit will be free for all visitors and will be open from 10:00 am until 4:00 pm.

Gateway Central X Layout: Bob Amsler, asked for a volunteer to Chair the project layout for 2003. No one volunteered, and Bob accepted position himself.

The framework for the project layout was completed with the framework for the History Museum and is now located in Bob Amsler's home. The layout cannot be built at this location, as there is not room to remove the completed layout from the basement. Therefore a site to build the layout is still needed. Many of the purchased items have been bought and members have volunteered to assemble the buildings. It is hoped to have the layout and buildings at the proper stage of completion to be able to take the layout to the opening day at the History Museum as previously reported.

The GATS shows will be held in Wentzville in 2003, and attendance is unknown, but could be less than at previous years. It was suggested that we investigate the St. Charles and Boeing train shows as possible site to exhibit the layout and sell raffle tickets.

Awards: Don Taschner presented the AP award for Scenery to Dave Lyons. Congratulations to Dave for his continued good work.

New Business:

Nominating Committee: Bob Amsler asked for a volunteer to Chair the nominating committee and to have 2 additional volunteers to be on the committee. Hank Kraichely volunteered to Chair the committee and will seek 2 members to assist him. All nominations are to be submitted to the Clerk in writing no later than October 1, 2002.

Election Committee: Bob Amsler asked for a volunteer to Chair the Election Committee and to have 2 additional volunteers to be on the committee. John Hardy volunteered to head the committee and Randy Meyer and John Schindler will assist him. The clerk will place all nominations on the ballot and distribute one copy to each regular member entitled to vote prior to

the 3rd Saturday in November. Each ballot must be received by the Chairman of the election Committee no later than the 2nd Monday in December. The results of the election will be reported by the Chairman of the Election Committee at the regular meeting in December.

Local Clubs: Bill Birdsell announced that the Metro East Club is selling 40', double door, box cars for \$12.00 each. The cars are decorated for the "Glen Carbon RR".

Ron Gawedzinski announced that the **Frisco 1522** would have its last run on September 28th and 29th, before being put in mothballs at the Museum of Transport. It will operate from St. Louis to Newburg and return on those dates. The approximate costs are \$150.00 for seats in coach cars and \$300.00 for seats in "Rail of America" cars. Contact NRHS members for definite details, costs and times.

50:50 collected \$46.00 and was won by Jerry Smith.

Adjourned: Richard Schumacher moved to adjourn the business portion of the meeting at 7:45 PM and Randy Meyer gave the second. Approved.

Clinics: After a 15-minute break, 3 of our members presented their views and ideas on the planning and preparation of their layouts.

Bob Amsler gave everyone a detailed handout listing the steps he has used in making decisions concerning the style of layout he wants to create and the room preparation he feels is necessary to achieve those results. Bob's handout also contained a computer generated drawing of is layout space and several drawings of various Missouri Pacific rail yards located in Missouri.

Richard Schumacher's presentation was made with the effective use of slides to illustrate the points he was making about the design and layout preparation of his St. Louis Southern Railroad. Richard showed many pictures of the actual locations he intended to include on his layout when it is completed as well as actual pictures of the layout as it is being constructed.

John Hardy's Glacier Empire Daylight Route was described in great detail. John used both scale drawings, a written 6 page handout and pictures, which were mounted in layout sequence to illustrate his model empire. These aids plus his narrative, give all the members the reasons behind the decisions that were reached in the development of his layout.

All 3 of the presentations will be very helpful in guiding our members through the planning stages of new or beginning model railroad layouts as well as giving ideas to "old heads".

Our thanks to Bob, Richard and John for very nice, well-prepared and complete presentations.

The meeting ended at 9:20 pm.

Attendance: 27 members and 1 guest.

Division Minutes

Recorded by Dave Bartz, Clerk

Gateway Division Meeting Minutes for Sept. 16, 2002

The meeting began with the introduction of Don Taschner, Gateway's AP Chairman, by Mike Thomas. Don gave a presentation on AP and contest judging. He used overhead projections and 2 completed models to illustrate the method of judging and the important items to be considered when judging or constructing a model. Don reported that all necessary documentation is available on the Internet at the NMRA website. Don used the curved trestle and water tank to give specific information about how to complete the forms necessary to obtain "merit Judging" for those 2 models. This same information would be applicable for most structures and similar specific types of information are required for any model or AP award. It is very important to complete each section of every form even if you repeat information used in a previous section. Models can be judged at our member's homes or the models can be judged at meetings or conventions.

Don, concluded by urging everyone to begin working towards an AP award, and not to be afraid of the paperwork.

Our thanks to Don for his efforts and for an informative clinic.

The business meeting began at 8:05 and was opened by Superintendent Bob Amsler.

Visitors: There were no visitors at this meeting.

Minutes: Rick Lake moved to accept the minutes of the August 19, 2002 meeting as presented and John Schindler gave the second. 2 spelling/grammatical errors were identified and then the minutes were Approved.

Treasurer's Report: Randy Meyer made a motion to accept the treasurer's report for the time period from June 17, 2002, to September 15, 2002, and John Hardy gave the second Approved. The Gateway treasury has \$40,287.40 as of September 15, 2002 per Ken Thompson, treasurer.

Old Business:

Membership Data: Venita Lake reported that she is still collecting information to update and complete the new membership directory. Anyone with changes in his or her personal information or status as a model railroader, please forward this information to Venita.

Dues: Ken Thompson was available to collect dues from any of our members in need of paying for their current membership.

Region: John Hardy reported that Allen Pollock suffered a heart attack during the NMRA Alaska Cruise. He is currently at his home recovering. (The Gateway Clerk has sent a get-well card).

John Hardy and possibly Allen Pollock will go to Kansas City to finalize the monies to be allocated to the National from the Kansas City Convention.

The MCoR is in need of a volunteer to assume the duties of Mailing Chairman to process and mail the *Caboose Kibitzer* to all MCoR members. After 6 years as the chairman, John Schindler has resigned that position, but will be available to show a new volunteer the "ropes". Our thanks to John for his faithful service. A volunteer is needed to assume this responsibility. Someone should fill this position from the Gateway Division because of the existing U.S. Postal arrangements. Anyone who is interested please contact Jim Anderson, region director.

Kansas City will host the regional convention in Olathe, Kansas, on May 29 through June 1, 2003.

Museum Layout: will be completed by the end of this week. The museum will send a van to transport the layout from its current location at the home of Rich Laux, to the museum on Friday September 20, 2002. Volunteers are needed to help load the layout and to insure the safe movement to the museum.

The St. Louis History Museum will open its exhibit "Our World in Miniature" on October 5, 2002. The Gateway Division Layout will be a prominent portion of that display, and we have been asked to participate on opening day by demonstrating and discussing various aspects of the hobby. Volunteers are needed for this activity. Please contact Venita Lake if you can be of help on that day.

Volunteers are also needed on Saturday November 9 and 16 and December 8 at the History Museum to present 2-hour classes on more advanced model building. Again contact Venita Lake if you can help with these classes.

Gateway Central X Layout: This layout is still in need of a "home" where it can be stored and work can proceed to complete the layout. Anyone with available space please contact Bob Amsler. This layout will be at the History Museum on

October 5 and December 8 for demonstration to the public on building a model railroad layout.

Gateway Central IX Layout: will be at the Museum of Transportation on October 20 for its final appearance and to have as many raffle tickets sold as a chance to win the layout as possible. Volunteers are needed to be on hand that Sunday to help sell tickets and to demonstrate the layout to visitors.

Election of Gateway Officers: nominations for all officers will close on September 30, 2002. Anyone seeking an office or wishing to place a nomination for the 2003 calendar year please contact Hank Kraichely. At the time of this meeting all incumbent officers were willing to run for an additional term.

The nominating committee will forward all nominations to the clerk by October 1 and also to the editor of the *RPO*, Richard Schumacher to allow ballots to be sent along with the Fall *RPO* issue.

New Business:

RPO & Internet: Richard Schumacher stated that he would like to publish a list of all area model railroad clubs in an upcoming issue of the *RPO*. He is in need of current accurate club information from all local clubs. Please contact Richard and provide the information on your club or notify other club members who may not receive this request, to have their club listed. Richard Schumacher announced that in the month of August the Gateway Division Internet site received 27,162 visitors. This number surpassed the previous highest month, which was during our National Convention. Thanks to Richard for providing us with such a well thought out and informative website.

Fall Meet: The Fall Meet is to be held on November 2, 2002 at Trinity Lutheran Church. The doors will open at 8:30 for set-up purposes. The meet will begin at 9:00 am and continue until 3:00 pm on Saturday. On Sunday November 3, 2002 there will be layout tours available at various members' homes from 1:00 until 4:00 pm. Maps for the tour will be given out to attendees of the meet on Saturday. The cost of the meet is \$3.00. There will be door prizes, 6 interesting clinics, swap tables, the **Gateway X** layout, model contest judging in various model categories and a good time for all members and attendees. There will be fliers for advertising the meet at the History Museum and to be placed in the local hobby shops.

2004 Regional Convention: John Schindler volunteered some time ago to be the Chairman of a Regional Convention to be held in the St. Louis area. The 2003, 2005 and 2006 regional

conventions are already spoken for by other divisions. Rick Lake made a motion to have John Schindler pursue pre-planning investigations to determine if the Gateway Division "can or cannot" put together a regional convention for 2004. The study is to be presented to the membership by January 2003. Randy Meyer gave the second and the motion was approved.

Local Clubs: Jerry Smith gave our members information on the opening of the "Augusta Station" in Augusta, MO on October 12, 2002. This railroad experience will include various model train exhibits and a gift shop.

50:50 collected \$23.00 and was won by Mike Barry.

Adjourned: Randy Meyer moved to adjourn the meeting at 9:05 pm and Rick Lake gave the second. Approved.

Attendance: 37 members.

Calendar of Events

March 17

Gateway Division Meeting, 7pm
Trinity Lutheran, West County, MO
Clinic: Dave Bartz will demonstrate how to build dwarf signals for use at turnouts.

April 21

Gateway Division Meeting, 7pm
VFW Hall, O'Fallon, IL
Clinic: Ron Kraus models a limestone crusher/loader operation.

May 19

Gateway Division Meeting, 7pm
Trinity Lutheran, West County, MO
Clinic: Brian Post demonstrates Digital Command Control (DCC) decoder installations.

June 16

Gateway Division Meeting, 7pm
VFW Hall, O'Fallon, IL
Clinic: Dave Lotz on passenger cars.

Maps and directions to the above locations are on the Gateway Division website, www.gatewaynmra.org