



Frisco 1522 at a service stop on Dave Roeder's
WG&F

RPO

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On the Cover

Frisco 1522 covered a lot of territory during the fourteen years the restored 4-8-2 was in operation, including this service stop on Dave Roeder's Webster Groves & Fenton Railroad. Dave took the photo.

Superintendent's Desk

by Bob Boedges

During the two years I served as the Division Clerk, I noted with interest but little real concern the frustration experienced by Superintendent Mike Thomas as he asked for volunteers to help with the various projects undertaken by the group. Generally, the requests were met with stony silence and few to no names on sign up sheets provided for the purpose. However, all of the projects eventually were completed, and the participants generally included "the usual suspects." It is a fact of life that a very small percentage of club members really get involved in the organization and administration to the group's many activities.

My first experience with the Gateway Division was at the 2001 NMRA National Convention here in St. Louis, and I remember being completely impressed with the number of members involved in

the remarkably difficult task of sponsoring a National event. It was this experience that brought me into the organization, and provided the motivation to "get involved." It is time for all of us to renew that level of enthusiasm.

In the next few months, the membership will be called upon, once again, to offer their time and abilities to assist their fellow members. In November we will be presenting our annual Fall Meet, and we will need workers to help with set up, ticket sales, clinics, contests, and clean up at the end of the day. We will also be asking for volunteers to serve as officers for terms which will begin in January 2007. The project layout will need a chairman and crew to assist with construction and display at the various train shows in the area. We are still seeking assistance in designing the new display for our booth at these shows.

Every member of the Division has a unique set of abilities in a large variety of areas which relate directly to the projects we will be undertaking. Some of us are excellent organizers and administrators while all of us have skills and experience in all of the modeling areas our remarkable hobby. It is essential for you to share your talents with the group in any way that you are comfortable. Get Involved

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FRISCO 1522

Steam Train Adventures:

What I did with my weekends
for 2-1/2 years

by Dave Roeder, MMR

I suppose I have Don Wirth to thank for this. Don and I worked at Sunnen Products Co. during the early 1980's. In the summer of 1983, my wife Judy and I had ridden one of the local National Railway Historical Society excursions out of St. Louis. The train was pulled by N&W steam locomotive # 612. We had received the ticket information from Don. In addition, Don and I are HO scale modelers who share an interest in the Frisco Railroad. Don had hooked up with a group who were just starting restoration of the Frisco 1522 mountain type steam locomotive out at the Museum of Transportation in St. Louis County.

In the spring of 1986, Don asked if I would like to help to restore the locomotive working on weekends out at the Museum of Transportation. Prior to this I had not turned a wrench on a steam locomotive. I had worked on sports cars, doing modifications for racing as well as restorations since 1970. The same mechanical skills such as machining, metal fabrication, design and drawing applied to the locomotive, so it was a good fit. There is only one way to describe a steam locomotive - big, heavy and dirty.

I remember the first day very well. Our chief mechanical officer Pat Cravens asked if I knew how to use a cutting torch. I responded positively, so he asked me to cut off the bolts holding up the power reverse cylinder, a device located

just above our heads. I told him I would be more than happy to do that if he could point the power reverse cylinder out to me. Pat took this in stride and I was on my way to becoming a steam train guy.

Pat was one of those guys who was consumed by the project and just naturally assumed everyone who came out to work on this thing was a steam enthusiast. After that, I learned the terminology and the technology of the 1926 Ballwin 4-8-2 Frisco 1500 series mountain type very quickly. I also learned that weight on the driving axles was a key factor in steam locomotive design. Apparently you could not have too much. For example, the step that allowed you to climb out of the cab and up on the boiler was made from ¾" thick iron. There were 5/8" diameter bolts holding it. I believe this arrangement could have supported the weight of our entire crew if we could have all gotten on it.

It was classic on the job training. In no time at all I had become caught up in this project and was doing everything from designing and drawing revised engine air braking to creating an additional lubrication system. I also ended up with the job of removing 74 boiler studs. I then made drawings for replacement studs so that Bill Webster, another Sunnen employee, could machine new studs working on Saturdays at Sunnen. I then installed these on the boiler and they withstood 210 pounds per square inch of steam pressure for the duration of the operation without leaks. That was one whole summer of my Saturdays.

To put this in perspective, one of our steam train engineers calculated that for every hour he sat at the throttle, he had spent 400 hours working to get there.

Planning to go on the road:

Skip ahead many Saturdays to 1988 when we took our newly restored locomotive out on the road. Looking back on this I am still amazed we were able to talk the Chicago Northwestern, Burlington Northern, Union Pacific and Norfolk Southern Railroads into letting us get out there. Our organization was fortunate to have the support of the railroads. Every time we made a trip, the preceding 6 months had been spent doing the up front work of negotiating with at least two railroads and sometimes with AMTRAK to get over the road. We were always treated well by everyone we encountered. When the end came, it was the cost of ongoing maintenance and insurance that caused us to cease operations, not any of the many railroad organizations we dealt with.

The steam excursions we ran were good for generating revenue and publicity, but the break in runs where we went out on the Burlington Northern with a string of freight cars in tow were the fun part. On these trips we seldom went too far; usually to someplace like Newburg, Missouri where we could wye the locomotive [turn it around] and return to the BN Lindenwood yard in one easy day. We kept these trips quiet to minimize the inevitable crush of rail fans running around on railroad property whenever word got out that we were running the engine. This also helped our relationships with the railroads as they were not happy with people trespassing on railroad property.

A little history of steam on the railroads:

One of the big things missing from today's railroads is the infrastructure that supported the labor intensive operation of the steam engine. Up until about 1953, all

railroads had water, fuel and maintenance facilities every 50 to 100 miles depending on the terrain.

When diesels took over, all of the water tanks and coaling towers were torn down and many smaller towns were eliminated from the maps. When the railroad quit stopping in your town, employment went with it. This is why you can still find towns that have dried up along railroad right of ways. Newburg, MO. is a classic example. In 1894 it was a division point on the Frisco with a roundhouse, maintenance shops and 800 railroad jobs in town. All of these people had families and those families required the normal support offered by a small town. Today there are about 700 people living there and all evidence of the railroads extensive facilities are gone.

Supporting the Steam Engine in modern times:

When we went out, my job was crew chief for the service crews. I usually drove a vehicle ahead of the train to the next scheduled stop. When I arrived, I would get the local Fire and Police briefed on what we were going to do, how long it would take, what we needed from them and then try to let them know in general terms what to expect from the horde of rail fans about to converge on the town. I also had the job of opening and flushing the fire hydrant we had selected on our scouting trip. Sometimes it would take ½ hour to get the water to run clean. I guess there were never any fires down by the tracks.



If we were taking on fuel, I would spot the fuel truck in a position near the fill valve on the tender. Sometimes this required blocking traffic at an intersection [something we tried to avoid if at all possible].

Meanwhile back on the train, our service crew teams of two to 5 people were busy changing into greasy coveralls and filling oilcans in preparation for the service stop. Every scheduled stop included filling the locomotive tender and auxiliary water car with water and adding chemicals to treat it for use in the boiler. We had hundreds of feet of fire hose that we rolled out to reach a nearby fire plug at each stop. Unrolling and hooking up the hoses was the most labor intensive work at a service stop, so the younger people were assigned to this job. Additional duties were lubrication and taking on fuel. The locomotive burned bunker C crude oil. This fuel closely resembled STP in consistency, but was black and very tar like. This was delivered in heated tank trucks so it could be pumped into our fuel bunker on the tender. Scheduling a fuel stop out on the road was always a challenge because we needed a place where there was direct access parallel to the tracks for a tank truck as well as a fire hydrant for water. We would spend weeks out on the road scouting water and fuel stop locations prior to each trip.

Once we were stopped in Creston, Iowa for water and a new guy was assigned to hook up the hoses and turn on the hydrant. He did not know the hydrants have left hand threads on the valves. The water crew was waiting for the hoses to fill up and nothing was happening. The guy on the hydrant got excited and really laid into the wrench [turning it the wrong way of course]. The hydrant valve stem broke off in the wrench and he came running back to the crew car in an

absolute panic. We had to scout a second hydrant further down the block and then run all the hose we carried in order to reach it. That was not one of our better stops.

Servicing the Steam Locomotive:

Our service crews had one of the best jobs on the team as they only went to work when the train was stopped. They spent the rest of the day riding in our crew car enjoying the steam excursion experience. We had a baggage dorm car converted for our crew car. The baggage door was fitted with a set of boards acting as a railing so they could hang out and watch the scenery roll by. I always thought they looked like a bunch of dogs riding in a pickup truck. The main activities were waving at people on the roads and at grade crossings and telling stories about who did what at the previous service stop.

On the longer trips lasting two weeks or so, we had a Pullman sleeper [private car] with room for 22 crew members. This car also had a shower at one end. The service crews really loved sleeping in the Pullman. It was like being at rail fan camp on wheels. I only did it once on our first trip. We were set out on a siding right off the main line at Schiller Park yard in Chicago. All night freight trains came into the yard on this line. Every one had to announce its presence to our passenger consist by blowing the horn in passing. I guess they did not want any rail fans jumping out to take photos at 3:00 in the morning. The resulting loss of sleep convinced me to get a hotel room from then on. Hotel reservations were made in advance for those not wanting to sleep on the train. We stayed in some real railroad hotels that were right next to the property. They tended to be clean and offered the minimum of amenities. These were my

least favorite. We also stayed in regular motels and old hotels. My favorites were the privately owned motels and inns where you could get a decent meal on site. I was often the last to bed and one of the first to rise due to the nature of the job. I would stay with the service crews on nights where we had to fill the water tanks on the passenger cars, then I would be up at 5:00 am to get the stationary fireman out to the engine so we would have steam for a 6:00am crew call.

Steam and the general public:

Stationary firemen sat on the engine during display weekends in places like Galesburg, Ill. and Topeka, Kansas. We had a set of stairs and a little platform we set up next to the cab so visitors could get a close look at the inside of the cab. The "engine crew" were some of our guys who had the gift of gab and could be counted on to present our story and answer questions about what we were doing. The most common was "how do you get a job like this?"

We all had to work long hours and did it willingly because we knew this was our time in the sun so we had to make the most of it.

At each service stop and when we were on display, we had a souvenir car that had it's own crew. They would open a baggage door on the depot side and sell hats, tee shirts and whatever else we had going at the time. We made good money on these items. The revenue was always put to good use due to the high cost of maintenance on the locomotive. Every year we recorded record profits from souvenir sales; a real pleasant surprise for our treasurer.

We were always amazed at the number of people who turned out at trackside to see the locomotive. Every service stop was planned well in advance of a trip, so police, fire and city officials put out the word in local communities. Everyone wanted a picture of mom or grampa and the kids in front of the engine. This led to some interesting moments especially if the locomotive was sitting for a couple of hours in one spot.

All steam engines have two large steam cylinders at the front that power the wheels. These cylinders have a drain valve [cylinder cock] on them that is controlled from the cab. When the engine



sat, the cylinders collected water which could do damage if not drained before moving the engine. We would always shoo the folks away from the front of the engine to prevent anyone from getting sprayed by the mixture of water, steam and nasty black steam oil that inevitably spewed forth from these valves. Occasionally a rail fan would wait until just after everyone was out of the way and then rush in to get a photo of the engine with nobody in the way. The next thing he knew he had been sprayed with a sticky black mess from the knees down. This always got a big laugh from the engine crew.

Another myth was the bellowing black smoke of a steam locomotive. This effect is created when the fireman opens the throttle valve on the locomotive and dumps excessive fuel into the burner. We used to dump the fuel on request for photographs thus creating huge clouds of black smoke, but in the days of steam operation any engine crew who did this was reprimanded for wasting fuel. The railroads preached the sermon of the clean stack. The only time you saw smoke was if the flues were being sanded, or the engine was working up grade with a heavy train. Passenger trains were always run as clean as possible. We would sometimes see people standing on a bridge yelling for smoke as we approached. The fireman could oblige, but when the engine went under the bridge, everyone directly over the track was covered with soot.

Several times we were out on the road stopped for service or for the night and some family would bring Grampa down to the engine for a look. These old guys were really misty eyed and often described hearing the steam whistle and thinking that it was not possible for this to be happening. I was down at Union Station in St. Louis one Sunday morning when a black couple came down with an older gentleman who was dressed in his Sunday best. The old guy was a former Pullman Porter and told us of the many happy days he spent riding the rails out of St. Louis. He was most interested in seeing the restored private passenger cars and in reliving fond memories of the time he spent as a railroad employee.

Another time we were in Wisconsin and a family brought down an older former steam engineer who ran on the Milwaukee Road. He had a tale for us about the time he was running a fast

freight and one of the tires came off a driving wheel on his engine. It was the most exciting time of his life and he loved retelling the tale to us kids.

Once we stopped at a grade crossing for a public relations event. There was no need to service the engine, so the crews stayed on the train. I went forward to see the P.R. event. It was a group of school children that had heard we were coming past the school and had made a banner to welcome the steam engine. They also presented the Burlington Northern P. R. person Susan Green [we knick named her "the Queen of Steam"] with a big card signed by the teacher and all the students. It was I believe what you would call a Kodak Moment.

On another occasion I remember passing behind a school in the middle of Nebraska and seeing all of the children out in the yard waving at us. They could hear the whistle for miles out there... it must have been a real treat to see this piece of living history.

These tales and many more were one of the rewards of running steam on modern rails where the old engines had not been seen or heard of in 40 years or more.

The Boys in Blue:

St. Louis Steam Train Association crewmembers wore a uniform of blue pants and shirts with a yellow oval SLSTA patch and 1522 red patch on the front combined with an American flag on the sleeve. Many of the service crew had blue coveralls for use during servicing so the uniforms stayed clean. We all had to wear safety gear such as hard hats, steel toe shoes, eye protection and hearing protection when doing our jobs. The resulting professional organized look was

one of our selling points when approaching railroad management for permission to run. On the other hand, our detractors referred to the look as that of giant cub scouts. More than once a group



of us would be out on the town in a hobby shop or doing laundry dressed in uniform and we were mistaken for some sort of police.....go figure. I had 7 sets of uniforms [medium starch on hangers] and changed daily or sometimes twice if we were hosting a dinner event for local railroad and civic personnel.

A day on the road:

A typical day on the road on a long trip would consist of a 6:00am crew call followed by an 8:00 am departure then numerous service stops with city and railroad people touring the train and engine. After a lunch stop, with more tours and photos, we would head to the overnight stop and the dinner on train for railroad employees and civic people. Then more tours of the train followed by everybody crashing for some sleep before the next 6:00 am crew call. We did this for as much as two weeks at a time and no one ever complained about being overworked. Some times we had the use of the Burlington Northern executive train staff and passenger car fleet. These people were the best of the public relations folks and were always up and cheery. On these trips we ran employee specials where the BN employees from each selected stop were allowed to ride

on the train from one point to another. These trips were fun for us as well because we did not have to service the passenger cars after each day. We also ate very well. The chef for the BN was very capable and could serve up delicious meals on the road. One night we had arrived very late due to the inevitable Murphys' law and dinner was not going to happen at any reasonable hour. The chef, in a stroke of creative genius, simply ordered all of the pizzas he could get from the local Pizza Parlor. This was the biggest night of the year for that small business and I believe they were big fans of the railroad for the rest of that year.

The St. Louis Steam Train Association:

The St. Louis Steam Train Association was a not for profit group whose purpose was the restoration and operation of the locomotive. Our charter included a statement to the effect that we would return the locomotive to the Museum of Transportation in the same, or better condition than when we started. This was done and then the group was dissolved. The locomotive is now once again on display as a restored piece of railroad history. During the 17 years of restoration, operation and repairs we had a membership of about 35 people who were actively involved in the effort.

One of the more common questions about what we were doing was the one about how we did this? For one thing, the group was all volunteers. No one got paid. We all bought our own uniforms and safety gear. We were fortunate to have a few very good corporate sponsors and some private individuals who donated considerable funds for the initial restoration. After that we raised money by leasing the locomotive and our crew to

the National Railway Historical Society and to the Burlington Northern Railroad. These groups sponsored trips either for the general public, or for railroad employees. We furnished the engine and were compensated in dollars per mile or flat fees for a fixed period of time.

Contrary to some beliefs, we did not own the locomotive. It was leased to us by the Museum of Transportation. We also leased a tail car [observation / business] from the Museum. We purchased a baggage dorm car, 2 baggage cars and an old IC water car. These were all modified and re-built to suit our needs. In addition, we used a lounge car and a Pullman sleeper that were private cars owned by St. Louis area people. When we disbanded the group in January of 2002, all assets were donated to the Museum of Transportation and the Transport Museum Association.

The reality of operation:

One of the major drawbacks to operating our steam locomotive on private property was the lack of track out at the St. Louis Museum of Transportation site. We were always at the mercy of the Union Pacific, Amtrak and the BN when we wanted to go somewhere. Even a simple break in run required permission from the UP to use their tracks down to a connection with the BN near Union Station. Sometimes we also had to get permission from the Terminal Railroad and AMTRAK to get over to the BN line to Hannibal, Missouri.

Many times we all had to sign releases of liability prior to getting on the property. A pilot was required when we were out on the road. Even if we were only going 200

feet on AMTRAK, we still had to have an AMTRAK pilot on board. All of this costs money. All of the costs had to be taken into consideration prior to making a trip. Of course this was transparent to most of the volunteers. For those on the board of directors, the joy of running the engine was always tempered by ever increasing costs of operation, insurance and maintenance. Fund raising was never ending. Maintenance costs began to get out of hand when we experienced several breakdowns out on the road. Pretty soon it became obvious that we had to make a major decision regarding continued expenditures for minimum return. When we decided to disband, it was a sad day for all concerned. Today the engine rests at the Museum in need of another major rebuild. When I am asked if it will ever run again, I always say I don't know. If for example Bill Gates wants it to run, and the Museum is willing to co-operate, then the answer is, yes it is possible.

Any of the current crop of multimillion dollar lottery winners could also afford the expense. I guess the ideal candidate would be a former railroad employee who likes the Frisco and has won the lottery.

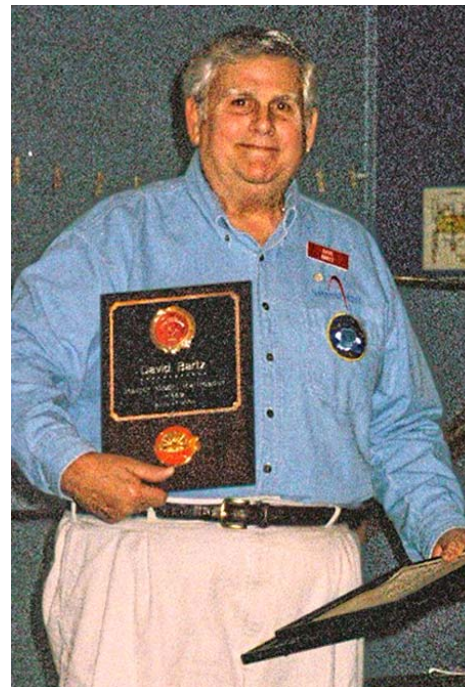
My contribution to the history of the FRISCO 1522 are photos in scrapbooks, newspaper and magazine articles and my continued friendships with several of the original board of directors. This was a unique experience, one that I will not repeat, but one that I will always have fond memories of.

In addition to his 12" = 1' railroading, Dave's efforts in HO have made him the Gateway Division's newest Master Model Railroader.

Two Gateway Division Members Earn MMR

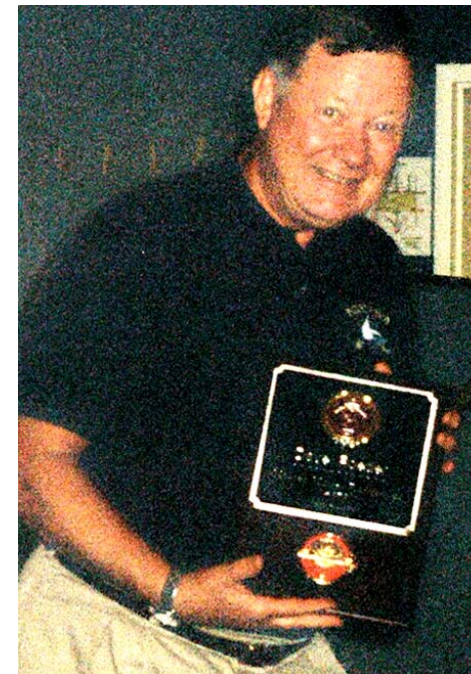
Dave Bartz, MMR and Dave Roeder, MMR received their Master Model Railroader awards at the July 2006 meeting of the Gateway Division. Biographical information below is largely taken from the June 2006 (Dave Bartz) and August 2006 (Dave Roeder) issues of Scale Rails

Dave Bartz, MMR 369



Dave Bartz has been a member of the NMRA for thirty years, and a model railroader for a lot longer than that, beginning with O scale American Flyer as a kid and moving on to build several HO layouts and most recently an N scale European prototype layout. His HO layouts, past and present, are notable for illuminated status boards and scratchbuilt three-color block signal, and he has given clinics for the Division and the Region on scratchbuilding dwarf signals. Dave's service to the Division includes opening his layout to tours, co-chairing the Company Store when we hosted the 2001 National convention, and serving two terms as our Division Clerk.

Dave Roeder, MMR 373



Three and a half decades of modeling, followed by three and a half weeks of filling out the paperwork, have earned Dave Roeder the status of Master Model Railroader. He began planning his present layout, the Webster Groves and Fenton Railroad, in 1991 and has opened it for layout tours several times, including for the NMRA national convention in 2001. Dave joined the Gateway Division in 1998, and been an active volunteer; in addition to opening his layout to us, he has given clinics at monthly meetings and at the Fall Meet, and written articles for RPO (including this issue). His account – and photographs – of the WG&F were published in the January 2005 issue of *Model Railroader*.

GATEWAY DIVISION, Mid-Continent Region
National Model Railroad Association



MODEL TRAIN MEET

Saturday, November 4, 2006
9 am - 3 pm

Trinity Lutheran Church, 14088 Clayton
Road,
at Woods Mill Road (Hwy 141),
Ballwin, MO (west St. Louis County)

WIN A PORTABLE HO LAYOUT COMPLETE
WITH LOCOS, CARS, STRUCTURES,
SCENERY, AND DETAILS

Contests (popular vote; NMRA judging on
request)

Clinics

Door Prizes

Swap Tables

Display Layouts

Layout Tours in the afternoon and evening.

Maps will be available at the meet.

Admission: \$5 (children 12 and
under: free)

Information: Hank Kraichely (636) 394-5151 or

email: hkraichely@sbcglobal.net

Visit the Gateway Division website:

www://gatewaynmra.org

Upcoming Events

A special prototype note:

Union Pacific's famed 4-8-4 No. 844 is to visit Kansas City beginning around September 19, with the locomotive running from Cheyenne to Kansas City overnight. It will also visit Omaha in August. Trips to and from the display sites will not be open to the public, but the locomotive will be available for public viewing in both cities. Complete final schedules have yet to worked out. From the Turkey Creek Division *Lightning Slinger*, which credits the July 18, 2006 Trains Magazine newswire

Gary's Switching List

Compiled by Gary Hemmingway for the Mid-Continent Region NMRA

The Switching List contains all known Mid-Continent Region, NMRA, train shows and Division meetings. It also lists all known club shows and swap meets in the Mid-Continent Region (IA, IL, MO, AR, NE, KS, OK). To list your event, send it to: email garyonho@cox.net, or Gary Hemmingway, 3201 SW Stone Ave., Topeka, KS 66614. To subscribe, or unsubscribe, to The Switching List send an email to the above link. Look for us on the MCoR web site: www.mcor-nmra.org.

DIVISION MEETINGS

KANSAS CENTRAL DIVISION meets the 1st Saturday of February, May, August, and November at various locations around the division area. BOD meetings are usually at noon and general meetings are at 1 p.m. The remaining 2006 meeting is:

Nov 4, Robert Stewart, 249 Redbud Estates #249, Manhattan, KS 66502.

GATEWAY DIV. (ST. LOUIS, MO) meets 3rd Monday each month, 7:00 P.M. Odd numbered months: Trinity Lutheran Church, 14088 Clayton Road at Woods Mill Rd (Hwy 141), Ballwin, MO; Even numbered months: VFW Hall, O'Fallon, IL <http://www.gatewaynmra.org/division.htm>

TURKEY CREEK DIV. (KANSAS CITY, MO & KS) monthly meetings 4th Tuesday, 7:00 P.M. Johnson County Courthouse, NE Branch, 6000 Lamar, Shawnee Mission, KS (DMV Building on SW corner of Lamar and Mastin)

WESTERN HERITAGE DIVISION (OMAHA, NE / COUNCIL BLUFFS, IA) Our meeting location is the Sump Library, 84th and Second Streets, Papillion, NE on the 2nd Saturday of each month from Noon to 3:00 pm. The meetings consist of a business meeting followed by a clinic, slide show, and sometimes a layout tour. During the months of June and December we do not meet at the library, they are reserved for the annual picnic (June meeting) and the annual holiday dinner (December meeting).

EASTERN IOWA DIVISION

Visit our web site at www.TheWigWag.org for information.

KATE SHELLEY DIVISION meets monthly on the fourth Thursday of each month 7:00 p.m. at the St. Paul Lutheran Church, 15th & Wilson, Ames, IA.

INDIAN NATIONS DIVISION meets at the New Hardesty Library at 8316 E. 93rd. St. (Just east of Memorial) in Tulsa, OK. The time is from 9am to noon. The dates of the remaining meetings are, September 16th and November 18th.

Each meeting we have various presentations from How-tos, to slide shows. After the meetings we have a layout tour on one of the members layouts. Contact Dave Salamon at drs_rr@yahoo.com for further information.

CLAREMORE & SOUTHERN RR OPERATING SESSION, 2nd Friday each month starting at 7:00PM and finishing by 10:00PM, 9372 E. Clover Creek Drive, Claremore, OK 74017-1487, Info: George F Maulsby, 918-341-9446 or www.csrailroad.com. Normal operating session has 34 trains running and extras as needed. Please send a confirming RSVP is you are planning to join us.

TRAIN SHOWS & MEETS

SEP 9, 2006 – BOEING EMPLOYEES' RAILROAD CLUB-ST. LOUIS RAILROAD SWAP MEET, Greensfelder Recreation Complex at Queeny Park, 550 Wiedman Rd., St. Louis, MO, 10 am to 3 pm, Adm: \$3, Under 12 free w/pd adult, Tables \$15, Seller setup 8 am – 10 am, Info: Wayne Schimmel, 733 Hwy Y, Winfield, MO 63389-2206 wwhtehrse@aol.com or 636-668-6313 after 6 pm.

SEP 16, 2006 - SOUTHEAST OKLAHOMA CITY AREA MODEL RAILROAD MEET, Rose State College Student Center, 6420 SE 15th Street, Midwest City, OK; 9:00 AM to 4:00 PM, Sponsored by COMRail Model Railroad Club; www.comrail.org. Admission \$3.00 per person or \$6.00 per family. Swap Tables: Advance, \$12.00, at door \$15.00 includes admission. Contact: comrail@cox.net for more information.

SEP 23 – 24, 2006 - Weekend 'N' gineers Inc GREAT KANSAS CITY MODEL RAILROAD EXPO, Sprint Festival Plaza at Kansas City's Historic Union Station, Sat: 9:30am to 5pm Sun: 10 am to 5 pm; Admission: Adults \$6.00, 12 and under Free with paid adult. The expo will include train layouts in several scales, and vendors of model railroad equipment and other railroad relate items. Info: Charlie Post at 819-966-1534 or 800-826-6981 or Marc Jacobs at 816-237-1510 (evenings) or marcajacobs@sbcglobal.net or visit us on the web at WWW.GKCMRRE.COM

SEPT 23 AND 24, 2006 - ROCKOME GARDENS 16TH ANNUAL MAKIN' TRACKS MODEL RAILROAD SHOW & SALE, Rockome Gardens, Arcola, Illinois Saturday 10 am to 5 pm and Sunday 10 am to 4 pm - Hosted by Coryville Station - Admission to the park \$4 adults, \$3 children

OCT 7-8, 2006 DECATUR TRAIN FAIR 2006, Decatur Civic Center, Decatur, Illinois, at the corner of Eldorado & Franklin Streets Sat: 10 am to 5 pm, Sun: 10 am to 4 pm - Sponsored by the Decatur Mt. Zion & Southern Model Railroad Club; Swap meet, Vendors, Clinics, Layouts and Door Prizes - Admission \$4, children 12 and under FREE with adult - For more information contact Steve Bricker at (217) 864-4397 or by e-mail bricker@insightbb.com

OCT 14 - 15, 2006 Mississippi Valley N Scalers 16th annual Greater St. Louis Metro Area Train Show Kirkwood Community Center, 111 South Geyer Road, Kirkwood Missouri, Sat: 10 a.m.-5 p.m. Sun: 11 a.m.-4 p.m. adm: \$4, children under 12 free w/pd adult, All scales show, layouts, door prizes, free parking Info: David Johnson 636-225-

2405 and the MVNS website
<http://mvns.railfan.net>.

OCT 15, 2006 - WICHITA TOY TRAIN CLUB 12th ANNUAL TRAIN SHOW AND SWAP MEET, 4-H Bldg, 21st & Ridge, Wichita, KS, 9 a.m. - 3 p.m., Adm: \$3.00 (under 12 free w/pd adult). Vendor setup 7 a.m., Tables: 24" Tables @ \$12.00 ea. (limited number), Std. 30" Tables @ \$15.00 ea. (before 9-16-06), Std. 30" Tables @ \$18.00 ea. (9-16-06 & after), Std. 30" Tables - Day of show if available @ \$22.00 ea. Info: Bill Laughlin 316-744-2527 email weldoc@juno.com or <http://members.cox.net/wttc>.

OCT 29, 2006 - CENTRAL ILLINOIS GREAT TRAIN SHOW, Interstate Center, 2301 West Market St, Bloomington, Illinois; sponsored by the Central Illinois Railroad Club - 9:00 AM to 3:00 pm; featuring layouts, railroad equipment displays, swap sessions, railroadiana, model railroad supplies, educational displays, computer train simulators, prototype model contests - Admission \$5, Children under 12 Free w/pd adult

NOV 4 - 5, 2006 - SOUTHERN KANSAS 3-RAILERS 4TH ANNUAL MODEL TRAIN SHOW, Agri-Business Bldg., 712 W. Washington, Arkansas City, KS, Sat: 10 - 5, Sun: 11 - 4, Adm: \$3, under 10 free w/pd adult, tables \$10 each, Concessions by Sharon's Rolling Kitchen, Info: SK3R, Box 92, Cheney, KS 67025-0092, jays027@sbcglobal.net

NOV 4, 2006, GATEWAY DIVISION FALL MEET. Trinity Lutheran Church, 14088 Clayton Rd. at Woods Mill Road, in Ballwin, MO, 10:00 AM to 3:00 PM; The Adult ticket price is \$5.00. Children under 12 are free. The table prices are \$15.00. Set up time on Friday, November 3, from 4:00 to 7:00 PM. Set

up begins again on Saturday morning at 7:00 AM. Contact is Robert Boedges at 314-631-5371 or email at rboedges@charter.net.

NOV 4, 2006 - 15TH ANNUAL KATE SHELLEY DIV, MCoR-NMRA FALL MEET, United Community School, US Highway 30 between Ames and Boone, IA; 9:00 a.m. - 3:00 p.m.; Adm: \$5 at door, \$4 pre-registration, Clinics, Silent Auction, Dealers, Displays, Layouts, Door Prizes; Contest categories: Diesel locomotives, Grain hoppers, Flat cars with loads, Box cars-40' or under, Offline structures, MOW equipment, youth in all categories, Photos, Rolling Stock & Structures, Prototype & Model; Info: Bob Folkmann 515-232-8689, Carl Chumos 515-233-8256.

NOV 25 - 26, 2006, GREAT TRAIN EXPO SHOW, Gateway Center, One Gateway Drive, Collinsville, Illinois Saturday and Sunday, 10 am to 4 pm, Admission \$7, Children under 12. For more information call (630) 279-4048 or visit The Great Train Expo website.

NOV 26, 2006 - MID- AMERICA TRAIN & TOY SHOW (formerly "Mid-America Train Meet"), BTC Exhibit Hall, I-435 and Front Street, Kansas City MO, 9am - 2pm, Adm: \$5 adults, 12 & under, free, 7am early bird adm, \$10 ea. Trains, models, RR collectibles, toys, train movies, door prizes, operating layouts. Free parking. Info: Steve & Sherri Stich, P.O. Box 369, Leavenworth, KS 66048 or 913-651-5864. Directions: From I-435, exit 57 west (Front St) to Universal Ave. and turn right at stoplight. Or, from I-35, exit Front St. and continue east to Universal Ave., then turn left at stoplight.

JAN 27-28, 2007, 4TH ANNUAL TRAIN & CIRCUS SHOW, The Cisco Center, 325

North Main Street in Cisco, Illinois, 10:00 am to 4:00 pm both days at The Cisco Center in Cisco, Illinois - Proceeds benefit the restoration of the 1874 Cisco Depot - I-72 between Champaign and Decatur Exit # 156 Weldon/Cisco. For More Information: trains@ciscojunction.com or Contact: Don Ploch, 10408 E Washington St Rd, Argenta, IL 62501, (217) 669-2261

FEB 10 - 11, 2007 - WICHITA TRAIN SHOW & SWAP MEET, Cessna Activity Center, 2744 George Washington Blvd., Wichita, KS, (1 block South of Oliver on George Washington Blvd, near the West gate to McConnell AFB), sponsored by Chisholm Trail Div., MCoR, NMRA and Engine House Hobbies, Info: John LaRoe, or Phil Aylward, Engine House Hobbies, 2745 Boulevard Plaza, Wichita, KS 67211, 800-586-4443, john@ehh.kscoxmail.com.

FEB 10, 2007, THE DUPO SHOW YEAR 2007, Dupo High School Gymnasium, Dupo, Illinois 10 am to 3 pm. Sponsored by DCHS and Reynolds Railways 17th year! .

MAR 17, 2007 - BOEING EMPLOYEES' RAILROAD CLUB-ST. LOUIS RAILROAD SWAP MEET, Greensfelder Recreation Complex at Queeny Park, 550 Wiedman Rd., St. Louis, MO, 10 am to 3 pm, Adm: \$3, Under 12 free w/pd adult, Tables \$15, Seller setup 8 am - 10 am, Info: Wayne Schimmel, 733 Hwy Y, Winfield, MO 63389-2206 wwhtehrse@aol.com or 636-668-6313 after 6 pm.

NMRA Regional Convention

River City Express 2006
By: Dave Roeder MMR

Don Morice and I attended the Regional Convention in Council Bluffs, Iowa June 1 through 4. Don is a nonmember and I have only attended the St. Louis Convention over in Collinsville, Ill. a few years ago. Going to one an 8 hour drive away was an interesting adventure.

In summary; I believe the thrill of victory is forever tempered by the disappointment of poor organization.

Don and I arrived Thursday evening and got checked in to the Hotel without incident. We were running right on time for early registration, which was supposed to open at 5:00pm. When we got over to the room, there were a whole lot of people standing and sitting around waiting for it to open. This was at about 5:30, so we decided to walk over to Daves' Famous Barbeque for a round of drinks. We returned at 6:30 and found that registration was now open, but the line was barely moving. It seems that there was only one line for both unregistered and pre-registered guests. The free goody bags were being stuffed one at a time and the whole process took an impossibly long time. Not a good start.

Friday morning we went over at 8:00 am to enter models and photos in the contest. There were two people there trying to get things going, however neither one was supposed to be working the contest room. This was compounded by the fact that there were no contest

entry forms for entrants. They began writing down entrants' names and model descriptions by hand. Finally at 9:30 am the contest chair showed up and then had to immediately leave to find a copy machine to run off some copies of the entry forms.

We were not impressed.

Friday went fine after that. We attended some clinics and went out to photograph the Big Boy and Centennial EMD diesel at Lauritzen Gardens. We also went on a recon of the Friday night layout tour addresses. This turned out to be a good idea since some of the streets in West Omaha have the same number and are only identified by Street or Avenue.

In one case there were two streets numbered 50. One was "Street" and one was "Avenue" and they ran parallel one block apart. We wondered how many people called on the wrong house looking for a tour Friday night.

Saturday morning saw the opening of the train show and more clinics. There was a note at the main registration table apologizing for the fact that the convention patches were not available. Another sign of poor planning and lack of organization.

We ran through the show in about an hour and went to two clinics, which took us up to lunch. After lunch we did more layout tours and found three out of twelve that were nice. The best one was an HO MoPac Bagnall Branch line by Charlie Duckworth. Charlie was transferred from St. Louis to Omaha by the UP in early 2005. He has done a remarkable job and has completed 50% of a two deck point to point layout with high detail and great

craftsmanship. Charlie has purchased a lot of structure kits from Bill Haas over at AMB. Another good one was an N scale layout on the C&NW by Mark Bristol. This layout featured generic scenery and smooth running trains. Mark had his young daughter running trains while he did the host job. The third layout worth the trip was Steve Rodie's Montana Colorado Southern. Steve did a really impressive job on the track work and scenery. He was able to incorporate a narrow gauge line into one section of the layout and had cleverly hidden most of the connecting tracks thus making the visible tracks appear as if they came from far away.

Saturday evening means banquet and awards. I was scheduled to receive my MMR plaque, but it was not shipped out in time, so that was the first disappointment. The contest awards were the highlight of the evening for both Don and I as we each received numerous awards. Don received three and I won four. In addition I received 11 Merit awards.

The big surprise of the night was the fact that the guest speaker did not show up! There was no explanation and I initially felt sorry for the chairman of the event, but upon reflection, I can see that perhaps the lack of organization and general lax attitude about the schedule may have been a contributing factor.

We made in back home Sunday evening without any mishaps. Overall I would say the venue was great with lots to see and do in Omaha. We made one visit to the Casino across the parking lot from the hotel and had lunch at Daves' Famous Barbeque twice. Other than the banquet, we had our dinners in downtown Omaha at two excellent restaurants.

Don said he would go next year as it is in Kansas City. We both enjoy looking at what others are doing layout wise and this is a good opportunity to see something different.

Hopefully the KC group has better organizational skills.

Gateway Division Clinicians Wanted

We always 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 Bill Levin at 314-878-2119
wmbill@yahoo.com

Division Minutes

Recorded by Ron Gawedzinski, Clerk

Gateway Division Meeting Minutes for May 15, 2006

. Superintendent Robert Boedges called the meeting to order at 7:00 pm. Assistant Superintendent Bill Levin, in charge of Meeting Programs, introduced Bob Johnson, who presented a clinic on "The Essence of Ops (Operations)", Why build it if we don't run it? Bob's presentation was detailed and informative, covering different segments of operations. The membership thanked Bob for his presentation.

Before the Business Meeting started, Hank Kraichely distributed a poll sheet to members asking if they would like to receive the Monthly Meeting Reminder by E-Mail. In addition, Hank asked members to review the latest membership list he handed out and indicate any changes or additions that need to be made.

BUSINESS MEETING

Superintendent Boedges called the business meeting to order at 8:17 pm. There were 29 members and two guests present.

Visitors:

The Division welcomes guests Patty Bousman and Jay Janzen.

Minutes of the April 2006 Meeting:

The minutes of the April 2006 Meeting were distributed. The minutes were accepted as presented.

Treasurer's Report:

David Lyon, Treasurer, distributed printed copies of the one-month Treasurer's Report (April 16 through May 14, 2006). The Treasurer's Report indicated a balance in all funds of \$26,573.68. The report was accepted as presented.

Director's Report:

Jim Anderson mentioned he brought copies of the Registration Form for the MCOR Region Convention to be held at Council Bluffs, Iowa, June 1 – 4, 2006. (They also have their own web site on which you can get the same information, 2006convention@whdnmra.org. Full registration will be \$45 per person. You can visit the Railswest Railroad Museum. Layout Tours, Prototype Tours, Clinics and Contests will also be available. Another reason to go is to visit the Union Pacific Museum, Council Bluffs, Iowa, in the former Carnegie Library building. See Trains magazine, February 2006, pages 34 – 37.)

Jim also said as of the end of April the Gateway Division had 287 NMRA members in its' territory, of which 124 members paid their \$3 Publication Fee.

Old Business:

Status Of The RPO – Mike Thomas stated that the deadline for the next RPO issue is today. He has one article and one photo so far. He needs a cover photo, more photos and articles. He has not received the photos of the new project layout.

Project Layout XIII (13) –Bob Boedges said there is nothing going on. The next possible meet for the layout to be shown is at the Prototype Modelers Meet in August.

Achievement Program (AP) – Don Taschner was not present. Bob Boedges commented that Dave Roeder would be awarded his Master Model Railroader (MMR) #373 Award at the MCOR Region Convention in June. Bob also mentioned that Dave Bartz has completed all his requirements for the MMR and should be receiving his award soon.

Fall 2006 Meet – Brian Post said he has three vendors signed up for 20 tables. Bob Boedges said there was nothing else to report.

Kirkwood Station Layout Project – Bob Boedges reported the layout design plan was taken to the Kirkwood city officials for approval. The report back was the layout case was too big; however, they were pleased with the layout track plan and the time period. So some redesign work will have to be performed. Bob stated several members spoke with him about the amount of money proposed to be spent, that it might cost \$5,000 to \$7,000. Therefore, he requested the membership to come to some consensus about how much should be spent. Much discussion took place. Mike Thomas made a motion, “I move that we limit the spending, the budget on this to \$2,600.” Pete Smith seconded the motion. Ken Thompson then made an amendment to Mike’s motion (accepted by both Mike Thomas and Pete Smith), “I move that we build a layout to be donated to the City of Kirkwood to be placed in the Kirkwood Train Station (and that we limit spending, the budget on this to \$2,600).” The amendment to the original motion passed. The total amended motion package passed.

Membership – Hank Kraichely stated the results of his poll of members indicates most would like the Monthly Meeting Reminder to be sent by E-Mail. No action to be taken at this time.

Merchandise – Hank Kraichely said we still have HO wheel sets but no N wheel sets.

Meeting Display Project – Bill Levin distributed a handout, “Proposed Information Segmentation for Booth Displays”, listing seven items, “1. Layout Planning and Track Gauges, 2. Bench Work, 3. Track Laying, 4. Train Control Systems, 5. Scenery – Natural, 6. Scenery – Man Made, 7. Train Operations.” This is to help members decide upon content for the Display. The purpose of this Display is to help lure people into the hobby. Members who have ideas or recommendations on content for items #2, #5 and #6 should contact Dave Lyon, and for items

#1, #3, #4, and #7 should contact Bill Levin. Discussion took place.

Other Old Business – None.

New Business:
None reported.

50/50: Craig Brown won \$16 in the drawing.

Adjournment - A motion to adjourn was made by Tom Bousman, seconded by Mike Satke and approved by a voice vote of the membership.

Respectfully Submitted
Ron W. Gawedzinski, Clerk

Gateway Division Meeting Minutes for June 19, 2006

BUSINESS MEETING

Superintendent Robert Boedges called the business meeting to order at 7:15 pm. There were 23 members present.

Visitors:
There were no visitors or new members present.

Minutes of the May 2006 Meeting:
The minutes of the May 2006 Meeting were distributed. The minutes were accepted as presented.

Treasurer’s Report:
David Lyon, Treasurer, distributed printed copies of the one-month Treasurer’s Report (May 15 through June 18, 2006). The Treasurer’s Report indicated a balance in all funds of \$26,748.87. The report was accepted as presented.

Director’s Report:
Jim Anderson reported on the MCOR Region Convention held at Council Bluffs, Iowa, June 1 – 4, 2006. The tours and the train show were good. A little disorganization at the Registration Counter of the opening session but they got through that OK. For 2007 the Kansas City Division will sponsor the MCOR Region Convention in August. There were two Master Model Railroader (MMR) Awards recognized at the 2006 meeting from our Division, namely,

Dave Roeder and Dave Bartz. At the MCOR Board Meeting it was decided to increase the dues for MCOR membership but no amount was decided upon. The Caboose Kibitzer will be made available online on the MCOR website and there will be a cost with that choice. The MCOR Board accepted a suggestion made by Hank Kraichely that some of the convention responsibilities for the local division team be taken over by regional volunteers. This will be put into practice for the 2007 Convention.

Old Business:
Status Of The RPO – Mike Thomas stated he needs more articles for the next RPO. He has two articles so far. The deadline for the next RPO issue is six weeks from today.

Project Layout XIII (13) –Bob Boedges said there is nothing to report. The Mississippi N Scalers do not want our layout at their show in October. We will be at the Boeing Model RR Show in September.

Achievement Program (AP) – Don Taschner said he will have the MMR Award plaques for Dave Roeder and Dave Bartz at next month’s meeting. It was suggested pictures be taken of the presentations for the next RPO.

Fall 2006 Meet – Brian Post said he has about 20 tables sold. Bob Boedges said he received an E-Mail from division member John Carty asking if we would like clinics on “Counseling For The Boy Scout Railroading Merit Badge” and/or “Model Design and Building (Tied To The Boy Scouts).” Another possibility would be to offer sessions to allow Boy Scouts earn Merit Badges that day. Much discussion followed. Bob decided he would get back to John and discuss certain points brought up in the discussion.

Kirkwood Station Layout Project – Bob Boedges reported the layout design plans have been redrawn as a result of comments made by Kirkwood city officials. The redrawn plans are available for members to look at during the break. The redrawn plans have not been taken to the Kirkwood city officials yet until we come to some sort of agreement about the plans and what we’re going to do. Dave Roeder has developed a Cost Estimate. A single page handout available for review is not the complete Cost Estimate. The complete Cost Estimate is five pages. The Grand Total of the Cost Estimate is \$3,250.40. The spending limit passed last month was

\$2,600.00. The Cost Estimate was developed at retail cost, with no discounts. It could be reduced by \$743 if members or others donate items listed on sheet 5. The Cost Estimate does not include any rolling stock or motive power. An estimate for these items is \$908.00; however, if members, vendors or hobby shops donate the items then the cost could be lower or zero. According to Dave’s sheet 4, the Total Cost worst-case scenario (that is, no donations from members, vendors, hobby shops, all purchases new, no discounts, custom painting of some items, and sales taxes) would be \$5,068. Bob said within the next month we would hope to get discounts and donations identified from members, vendors and hobby shops so we could come back at the next meeting with a revised final budget, and then, if the members are behind the project, we would go back to Kirkwood and get approval of the project. Discussion took place. Hank Kraichely made a motion, “If possible, for the next meeting, Dave Roeder or whomever works on this, puts a realistic estimate on what this cost is going to be then so that we can vote on something that we have some confidence in as far as what the final numbers are going to be.” Brian Post seconded the motion. The motion passed.

Meeting Display Project – Dave Lyon gave an update on the project and showed a vendor’s sample of the display material that could be used. To date neither he nor Bill Levin has received any ideas or recommendations from members on the seven items proposed for showing on the new Booth Display, namely, Layout Planning and Track Gauges, Bench Work, Track Laying, Train Control Systems, Scenery – Natural, Scenery – Man Made and Train Operations. Ideas are needed for content if we plan on going forward with this project to help attract people into the hobby.

Membership – Hank Kraichely said no report. A new membership directory is planned for late 2006 – early 2007.

Merchandise – Hank Kraichely said we have some HO wheel sets. We should start thinking about a future reorder.

Other Old Business – None.

New Business:
Future Events: Free Clinics – Bob Boedges said a group in Decatur, Ill., is offering two free clinics,

"A Railroad & Co. Computer Program; Setting Up Engines To Operate With DCC, Using A Computer Program With Two Separate Systems To Operate With," and "Decoder Pro." An information sheet is available.

September 9 – Boeing Model RR Show
October 14 – 15 Mississippi N Scalars RR Show
November 4 – Gateway Division RR Meet

Change In July Gateway Division Meeting Program – Will be by Brian Post on "DCC Tricks & Basic Decoder Programming." Tim Hessel will be in September on "Animation Projects Using Electronics."

June 24 – Open House at Brian Post's, 10 am – 10 pm, run DCC decoder equipped trains, his or yours.

50/50: Tom Kues won \$16 in the drawing.

Adjournment - A motion to adjourn was made by a member, seconded by another member and approved by a voice vote of the membership.

Clinic: Superintendent Boedges called the meeting to order at 8:25 pm. Bob introduced Pete Smith, who presented a clinic on "Scratchbuilding Buildings Using Styrene." Pete's presentation was detailed and informative, covering different segments of styrene use in buildings. The membership thanked Pete for his presentation.

Respectfully Submitted,
Ron W. Gawedzinski, Clerk

Gateway Division Meeting Minutes for July 19, 2006

Clinic:

Superintendent Bob Boedges called the meeting to order at 7:00 PM by introducing Brian Post who presented the evenings clinic on DCC tips and basic programming techniques. Brian also programmed a locomotive's ditch lights with volunteer John Hardy as the programmer.

BUSINEES MEETING

Superintendent Bob Boedges called the business meeting to order at 8:PM. There were 27 present.

Visitors:

There were 4 visitors at the meeting: Mike Murvihill, John Carroll JoAnn Bartz and Mrs. Bouman.

New members

There was 1 new member: Tom Baranowski. A warm welcome was given to Tom.

Minutes for the June 2006 meeting:

The minutes for the June 19, 2006 meeting were distributed. The minutes were accepted as presented.

Treasurer's report:

There was no treasurer's report for this meeting.

Director's report:

Jim Anderson reported that the Regional Convention for 2007 would be held in Kansas City. Jim also reported that the National Convention in Philadelphia was a well-organized convention. The clinics and home layout tours were all very good. The attendance was not as big as was hoped for by the convention committee. Some of our members remarked that the cost of conventions, specifically the home layout tours, was too great and could be the cause of poor attendance. Jim replied that the cost aspect is being looked into for future conventions, but fuel and transportation costs were rising at an alarming rate.

OLD BUSINESS:

Status of the RPO – Mike Thomas stated that he needs articles for the next RPO. The dead line for the next RPO is Friday July 21, 2006. Mike also reported that the October RPO should contain the ballots for the November election of officers and the updated member directory. The October mailing will also include the announcements for the November 4, 2006 Gateway Division Fall Meet. Hank Kraichely asked if the membership list as well as the RPO should be sent to members via E-mail. There was much discussion on this topic and superintendent Bob Boedges stated that he would meet with Hank Kraichely and Mike Thomas before the next meeting to try and resolve the question of E-mail vs. US mail for communicating to our members. Hank suggested the post card be sent to all 300 members asking them to send using E-mail, their E-mail address to he so he could have "good" addresses for everyone.

Project Layout – Bob Boedges reported that the project layout has not been shown as much as it should be to create good income for the Gateway Division. Brian Post suggested that there is a show on August 25th and 26th in Collinsville that might be a good opportunity to have the layout in a show. Bob Boedges said he would contact that organization and make arrangements to have the project layout at that show.

Achievement Program – Don Taschner presented the AP award for Motive Power to Dave Bartz. Don also presented Dave with his Master Model Railroader Award. Framed certificates were given to Dave for both awards and the special MMR Plaque was also presented to Dave.

Don Taschner then presented the AP awards for Chief Dispatcher, Civil Engineering, Master Builder Structures and Master Builder Cars to Dave Roeder. Don then presented to Dave Roeder his award for Master Model Railroader. Dave received framed certificates for his AP and MMR awards and the special MMR Plaque.

2006 Fall Meet – Brain Post reported that he has approximately 25 vendor tables sold for the fall meet. Brian also mentioned that an article in the Scale Rails magazine reported that a division used a raffle of a division built layout as a fundraiser. Brain thought someone in our Gateway Division should or could write an article about all the layouts that we have raffled off to provide funds for our division.

Kirkwood Station Layout- Bob Boedges reported that he is still working on the cost estimate

Meeting display project – no report.

Membership – Hank Kraichely is preparing an updated membership report.

Merchandise – Hank Kraichely reported that we are almost out of 33" wheel set in "HO" scale, but we have a large stock of 36" wheel sets in "HO". The "N" scale wheel sets have all been sold. Our members need to let Hank know if they are interested in any more wheel sets so that a new order can be placed with the supplier. Lead time for delivery of the wheel set can vary substantially.

New Business

Future Events: The August meeting will be held at the Joseph Car Dealership in Belleville IL. Brad Joseph will have their special business car on display for all to tour.

September 9: Boeing Model RR show
October 14-15: Mississippi "N" Scalars RR show
November 4: Gateway Division Fall Meet.

50/50: Tom Bousman won \$14 in the drawing.

Adjournment – A motion was made and seconded to adjourn the meeting at 8:55 PM. The motion was approved.

Respectfully Submitted, Dave Bartz Acting Clerk

Coming Next Issue

Every issue of the RPO starts out as a file containing the masthead and a whole lot of article headings that read:

Article Title

by somebody

These placeholders gradually get replaced as material is submitted, but not always as rapidly or as completely as we would like. The next issue is especially important, since it will go to all 300 or so NMRA members living within our boundaries. Please write a paragraph or two, or take a photograph, and email it to the editor: mthomas@speakeasy.net

We do have two articles already in the hopper from Dave Roeder, MMR, one on building a reliable access gate (to avoid the dreaded duckunder), and one on operations on his WG&F layout.

We'll also have more information on the Gateway Division Fall Meet as well as the list of Division officer candidates and the 2006 ballot.

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 \$48 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 \$6 and runs concurrently with membership at the National level.

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 \$3, 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

How to Join

Visit our website, complete the form at <http://gatewaynmra.org/membership.htm>

Division Officers

Superintendent

Bob Boedges

Assistant Superintendent

Bill Levin

Clerk (Secretary)

Ron Gawedzinski

Paymaster (Treasurer)

Dave Lyon

Division Director

Jim Anderson

