

RPO

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Fall 2020
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RPO

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Editor: John Carty

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

Submission deadlines:

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

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On The Cover

photos by Dave Roeder

Webster Groves & Fenton Rail Crew
Bus # 67 and SLSF # 2900 1941 Ford
Motor rail car built by Dave Roeder.
Article starts on page 5.

In This Issue

Superintendent's Desk	2
Under the Wire	3
Director's Reflections	4
Large Scale Railroad Models	5
The Christmas Cannonball	14
Division Meeting Minutes	16

Superintendent's Desk

by Willie Richter

As I write this article the holidays are fast approaching. One thing I enjoyed doing was going to the open houses at a few of the clubs in the area. My wife and I also took our grandson to the Museum of Transportation to look at the displays last year and wanted to make that a yearly tradition. At this time, I am not sure if any of those things can happen this year. It looks like driving around to see lights may be our main family adventure. This is not the railroad experience I had in mind. I also enjoyed attending our Gateway Division Train Show in the past. Hopefully next year will bring a return to these events for our families.

The monthly ZOOM meetings seem to be going well. The attendance is pretty good. If you have not been able to attend one of these meetings you should try. If you are not sure how please reach out for some assistance. We are making an effort to keep the business part shorter each month and focus more on the clinics. The clinics

have been outstanding. I appreciate the fact that I can control the volume of the person giving the clinic. It makes it easier to hear. The presentations are easy to see as well. The content is right on my screen where I can move my chair in nice and close. Don't take me wrong, I can't wait for in person meetings and hands-on clinics to return. That will be wonderful but this is another way for us to utilize the technology we have to get together and share our knowledge with each other. Even when things return to normal, I believe that some of these new ways will continue to be used.

We are always looking for presentations for our meetings. I love the virtual layout tours. They are a way to let people see your layout and show off your talent. If you are building a kit and working on a scene consider filming it or taking pictures so you can share that experience. Each clinic doesn't have to be an hour long. We can group together a few of the 10-15-minute clinics and get a variety of topics covered. I want to say Thank You to everyone that has given one of these clinics and we look forward to seeing yours.

Happy Holidays and Merry Christmas to you all. Here's looking forward to 2021 and a great year of railroading.

Willie Richter
Superintendent, Gateway Division

Under the Wire

by John Carty, Editor

Once again, I am running behind. Things are surprising busy, given that most of the kids' extracurricular activities have been cancelled this year. Of course, nothing pushes you to complete

something like a deadline, which have been conspicuously absent recently.

I have been lucky during the various lock-downs in that I have continued to work. Not all can say that. On the flip side, being able to spend additional time with the family would be nice.

I hope to get back into the swing of things with the hobby in the next year, since family obligations have side-lined many efforts this year. Nothing puts things into perspective like small children. While rocking a child to sleep never gets old, it wrecks hell with finding time to work on the layout. Happily, I have three little ones that really like trains aged five (girl), two (boy), and one (boy). Their favorite bed-time song is *City of New Orleans*. *Thomas and Friends* remains a regular on the TV. Interestingly enough, so has *Petticoat Junction*. Hopefully I can feed and promote that interest.

Part of the delay in publishing this issue stems from a dearth of submissions. Dave Roeder graciously provided most of the material published this year. Thank you very much, Dave.

The folder for the next issue is empty, so please dust off your projects, photos, stories, etc. and share them with the rest of the division. Personally, I enjoy articles on museums, events, and layouts which I cannot visit in person at the present. I also enjoy how-to articles of various kinds. Even if the scale or era is not something I model, I often find a nugget that I can apply to my own efforts. Please hunt through your files and pick out something to share with your fellow members of Gateway Division.

Please enjoy the little Christmas gift bringing up the rear of this issue.

John Carty

Director's Reflections

By David Lowell

What is the best area of emphasis and scale of model railroading for you?

Again, before I jump into the meat of this column, I would like to express that I hope each of you and yours are well and have successfully avoided any direct impact from the COVID 19 pandemic. A wish made knowing, that unfortunately, some have already been affected directly and indirectly. To those who have been affected I wish the best.

Take minute and write down an answer to the question presented as the title above. Set it aside. We will circle back to it at the end.

I am always on the lookout for topics that I wish to opine about. Once I have an idea identified I start a file and then I like to let the idea simmer while I make some notes until it coalesces into, hopefully, a cogent thought. But sometimes dumb luck does the heavy lifting and an idea will find me. And that is what happened this quarter. Glenn Koproske sent me a very nice note shortly after my article on my C&IM sand car that was published in the August issue of the NMRA Magazine. Included in the note were some jabs at my choice of road to model and the scale. Knowing Glenn, I knew all the jabs were made in good fun, heck, they were well deserved. After all I regularly give Glenn the business when we talk at meeting, train shows, during op sessions or via e-mail.

As we volleyed electrons back and forth through the ether, we hit upon on something we have both noticed over time; keeping in mind Glenn's "time frame" is much longer than mine, the

meaning of course being he has been in the NMRA longer that I have. What we pinpointed was that some of the comments in the feedback columns we see in the various hobby publications can be categorized as ones whose authors grouse about the content subject of the publication. The subjects presented were not what they wanted because they were not the right road name or scale or some other perceived inadequacy in the content of the article. The outcome of these comments leaves almost an aftertaste of competition v fellowship between scales and facets of the hobby. And they even sometimes may say they are going to drop their subscription to a particular magazine or the NMRA over the situation.

So, what do we do to build fellowship with these curmudgeons (curmudgeon is used here as a term of endearment to our more irascible friends in the hobbysphere)? Why, we ask for their participation of course. Empowerment at any level on any issue makes folks relevant and breeds contentment. And has members of the NMRA we are all about breeding contentment in and around model railroading. I'll get to the details of how we can help in a minute.

But first I want to say I think Glenn summed up our conversation very succinctly when he said, "... we are model railroader's first and ___ scalers second". What does that mean? It means we are all model railroaders in some broad form or fashion. We all have our own particular area(s) of interest or ways we choose to enjoy the hobby. But that certainly does not mean that any one facet of our collective hobby is more or less important or more or less relevant than any other.

In fact, I think that is one of the greatest strengths that I have come to see in the NMRA is the vast diversity of interest, skills and knowledge. And just because a guy or gal likes to model in N, S, On3,

or any other scale does not mean that you cannot learn something from them or their projects. The same goes whether you are focused on modeling, operations, just running trains, rail fanning, photography or historical research. In the 1988 baseball movie Bull Durham Crash Davis says about baseball, "...This is a very simple game: You throw the ball, you catch the ball, you hit the ball. Sometimes you win, sometimes you lose, sometimes it rains." I think model railroading is much the same. It's a very simple hobby. You build a railroad, you run your railroad, sometimes it works, sometimes it doesn't, sometimes you learn something.

Now back to how we can help. Be a model railroader first and in the broadest sense of the meaning possible and then set your fiefdom second. Those of you who feel there are not enough articles or information on your chosen specialty or area of interest. Write one. Do the research and learn something for fun. Remember one of the key tenants of the NMRA is education after all. Or simply

unburden your mind with some of what you have already learned about a particular subject. Either way, share it with the rest of us. We will get something out of it. And we are not expecting Pulitzer level work here; I mean they let me write a column. So you can do it too.

Now take a look at the answer you wrote down at the beginning. No matter what it is, as long as it has something to do with model railroading in the broadest sense, it is the correct answer, because there is no wrong answer?

I will always be available, as well as the great team of officers we have, to receive any comments or suggestions you may have. You can reach me at LowellCoMotive@gmail.com

Happy Rails

David C. Lowell
Director,
Gateway Division, Mid Continent Region

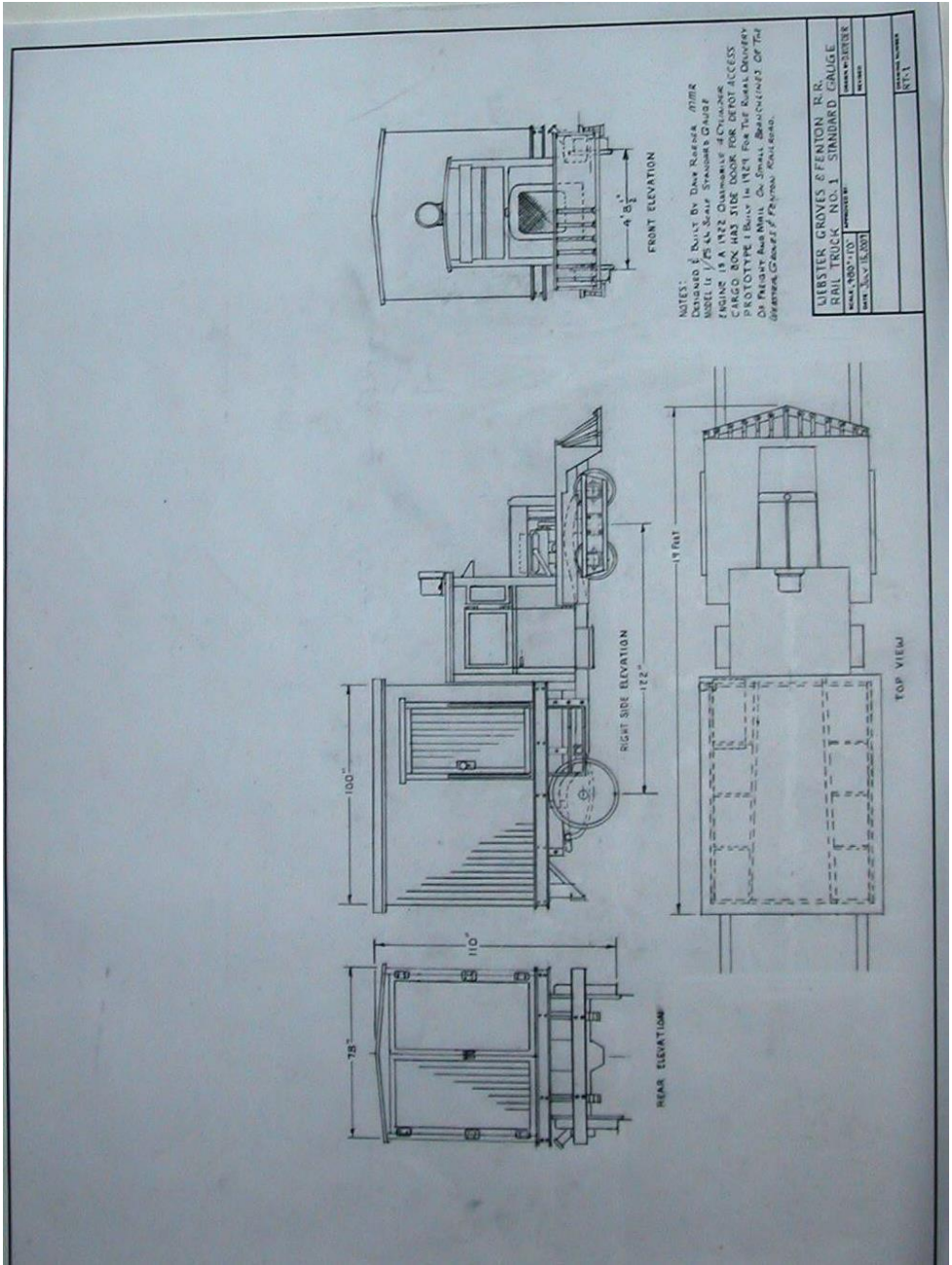
Large Scale Railroad Models in 1/25th Scale

by Dave Roeder, MMR

Many years ago, I began building 1/25th scale plastic model cars. Over the years I accumulated these models and in doing so improved my skills. One of the earliest builds was the AMT 1932 Ford 5 window coupe kit. In 1983 I entered one in a model car contest and won a small trophy. By 2000 I was entering contests on a regular basis and began doing some extensive modifications to the kits. I had also joined the NMRA and was entering the annual local NMRA Divisional model contests. In 2005 I decided to go for my MMR certification and as part of that quest I needed to scratch build one piece of motive power which had to run. I realized I did not want to spend the time scratch building a brass steam locomotive and decided instead to scratch build something in styrene. After looking at numerous prototype photos of home-built rail trucks and other non-revenue rail equipment based on old automotive power and using parts of the drivers' compartment in front, I decided to design and build a freelance prototype rail truck for my Webster Groves & Fenton Railroad. The task was made easier because I went with 1/25th scale for the model. That was the good news. The bad news was there was no

track or ties in 1/25th scale. I even had to make a track gauge in 1/25th scale and build a section of track before I began on the model.

Webster Groves & Fenton Railroad Rail Truck #1



Since this model was going to be built in accordance with the rules for the MMR certification almost all of the model had to be scratch built. That included the chassis, body, cab, and truck side frames. Wheels, gears, electric motor, and a few other commercial components were free. Since I was working in a model railroad



scale that does not exist, I had to scratch build the wheels. I used modified Lionel steel wheels for the pilot truck then made a master and resin cast the drive wheels. The entire front truck was also scratch built.

My choice of material was styrene sheet, strips and shapes. I did add some components made from sheet metal, steel, and brass. NMRA contest rules give extra points for operating features, so I made the cab doors hinged to open. The hood is also removable to view the engine. The radiator was another scratch-built part that resembles a 1920's style truck radiator. The front pilot was a separate scratch-built part. This rail truck is powered by a Tyco 12-volt motor from an old HO scale diesel. It was modified to power the rear axle and can move the rail truck on a short piece of 1/25th scale track. I had to scratch build that from LGB rails and ties that I cut on my table saw. The one component I used from my stash of old 1/25th scale kits was the 1922 Oldsmobile motor and transmission. I even super detailed it with spark plug wires.

Silverton Gladstone & Northerly MOW Model T Ford truck # 45

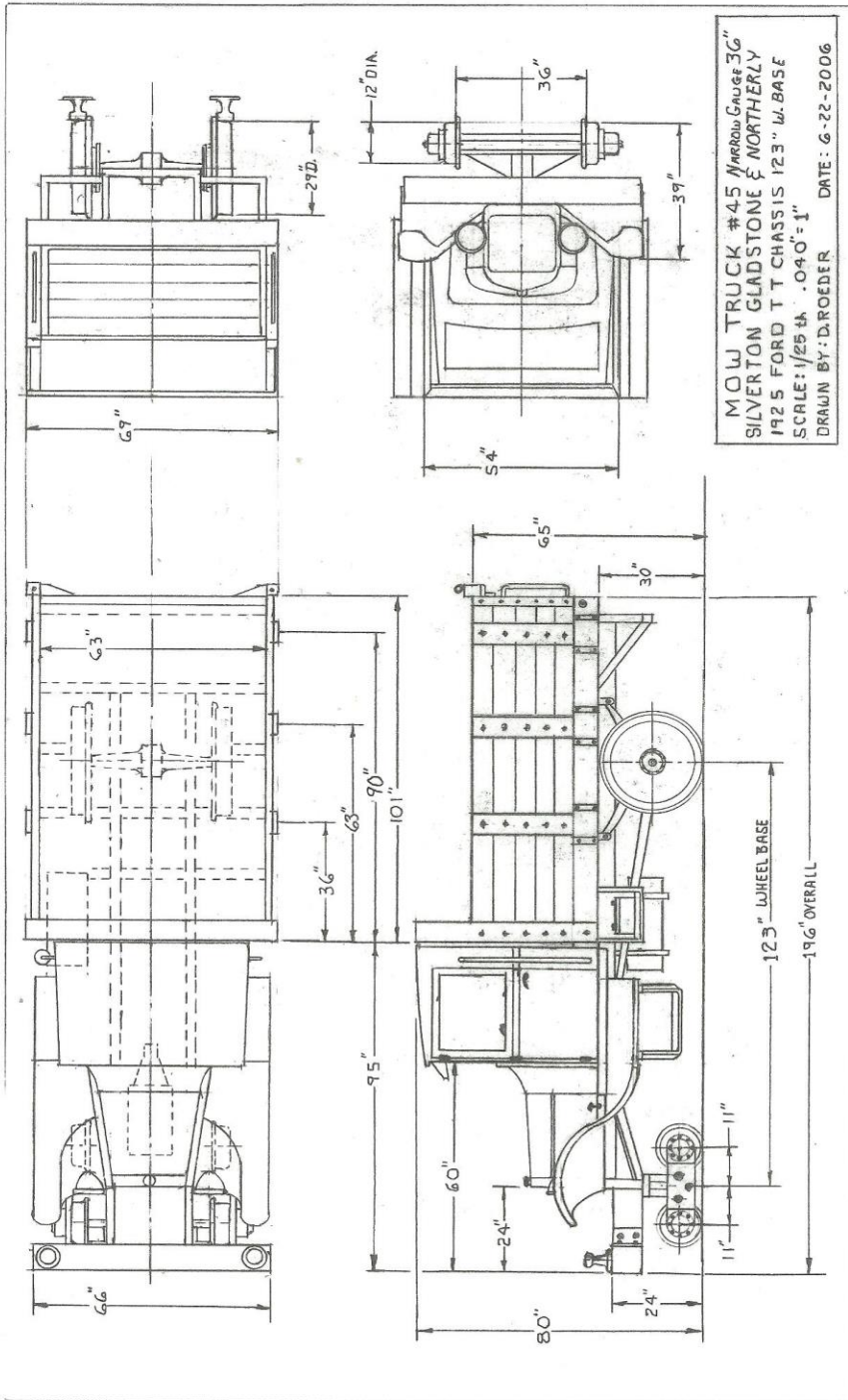
This truck was another entry I built for the MMR judging. It was done in 1/25th scale because I had a lot of AMT 1/25th Model T Ford kits to use as raw material. There are many plastic kits of the early Fords from the 1925 Model T to the 1928-1931

Model A and even 1932, 1934, 1937, 1940 and 1947 Models. This wide range of Ford models allowed me to build the other three rail vehicles.

I had researched the *Narrow Gauge and Shortline Gazette* and found references to several rail vehicles similar to this. All were cobbled together by the railroads to use in performing light maintenance. The Model T Ford was one of the most common trucks in the 1920's. They were easy to maintain and very reliable.

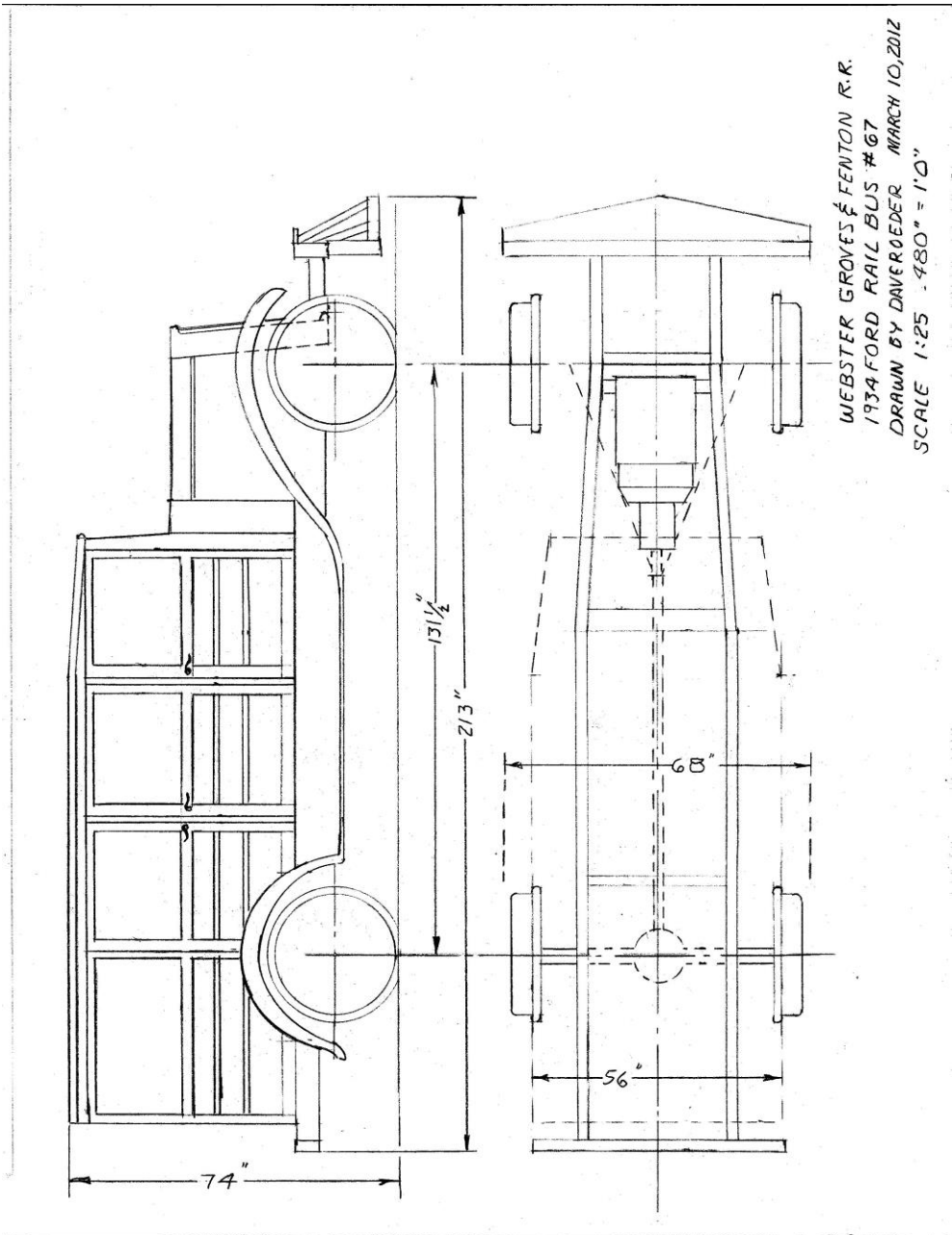


I designed this truck as it would have been built by the SG&N shops in 1932 using a 1925 Model T Ford Model TT 123" wheelbase truck as a base. Typical of these homebuilt rail trucks, the cab is from a 1928 Murray Body Corporation 150-A station wagon for use on a Ford truck chassis. The front truck wheels are modified American Flyer S gauge freight car wheels. The front truck is made from 18 pieces of styrene. The rear wheels were made from Nylatron GS plastic turned on my lathe. I resin cast the hubs. The bed is scratch built with sides from two sheets of styrene glued together back-to-back for inside and outside detail. The bed has 137 Grandt Line Nut Bolt Washer castings. The tail gate is operable. I spent time adding details to the engine updating it to 1927 specifications with a starter and generator and added plug wires. As a final touch I filled the bed with tools, ties, lanterns and other details. Large models attract a lot of attention at contests and this one was no exception. The most common question was "Is that LGB?"



MOW TRUCK #45 *Arrow-Coupler 36"*
 SILVERTON GLADSTONE & NORTHERLY
 1925 FORD T CHASSIS 123" W. BASE
 SCALE: 1/25" = 1" .040" = 1"
 DRAWN BY: D. ROEDER DATE: 6-22-2006

Webster Groves & Fenton Rail Crew Bus # 67 (cover photo)



model is based on photos of bus bodies furnished by Baker Rulang for use on Ford truck chassis. I used two Monogram Ford Model A bodies to create a four-door version of the Baker Rulang body. The chassis is extended to a 131 ½" wheelbase with a Marmon Harrington frame extension and rear axle. The front frame, axle, drive train, cowl, hood, radiator and front sheet metal is 1934 Ford. I made a master for the wheels and resin cast the set. I resin cast the rear springs, battery and rear axle. The front pilot and flag holders were scratch built to represent prototype pilots seen on photos of similar rail vehicles.

This is a fictional rail vehicle that follows prototype practice and represents something that could have existed. NMRA contest judging has a category for conformance and this model does not score very high in that category because it is totally fictional and there is no record or photo of this exact vehicle.

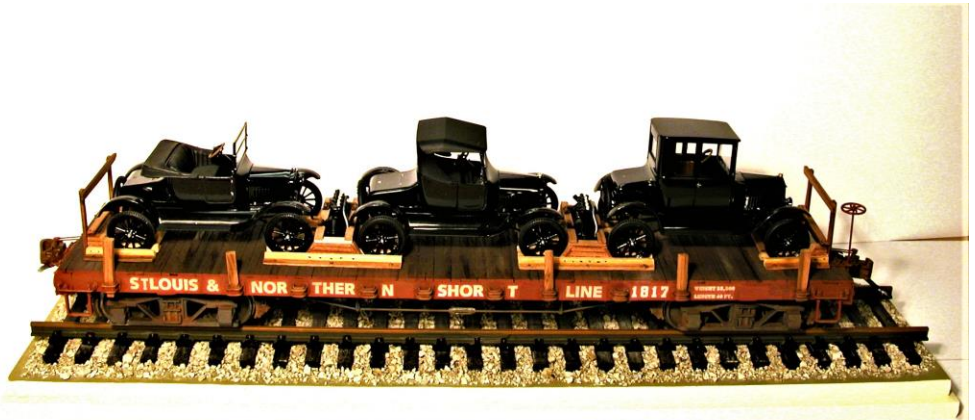
SLSF # 2900 1941 Ford Motor rail car (cover photo)

This model is a modified AMT/ERTL Woody Street Rod kit. The body and interior were stock 1941 Ford station wagon, but the engine, front suspension and drive train were hot rod parts. I purchased a Revel I 1940 Ford kit to get a set of stock chassis components. I had to make a master for the steel railroad wheels and then cast a set in resin. The other modifications were simple. I removed the steering wheel, steering column, steering box, tie rod and drag link. I added a floor shift to replace the column mounted shift lever. The back story on this car is that the Frisco shops in Springfield, MO had to replace the aging White rail truck it had used for inspections. In 1941 the railroad purchased this station wagon and modified it for rail use. This model has never placed in NMRA contests, but it has won first place in a model car contest.

St. Louis & Northern # 1817 – 40-foot wood flat car

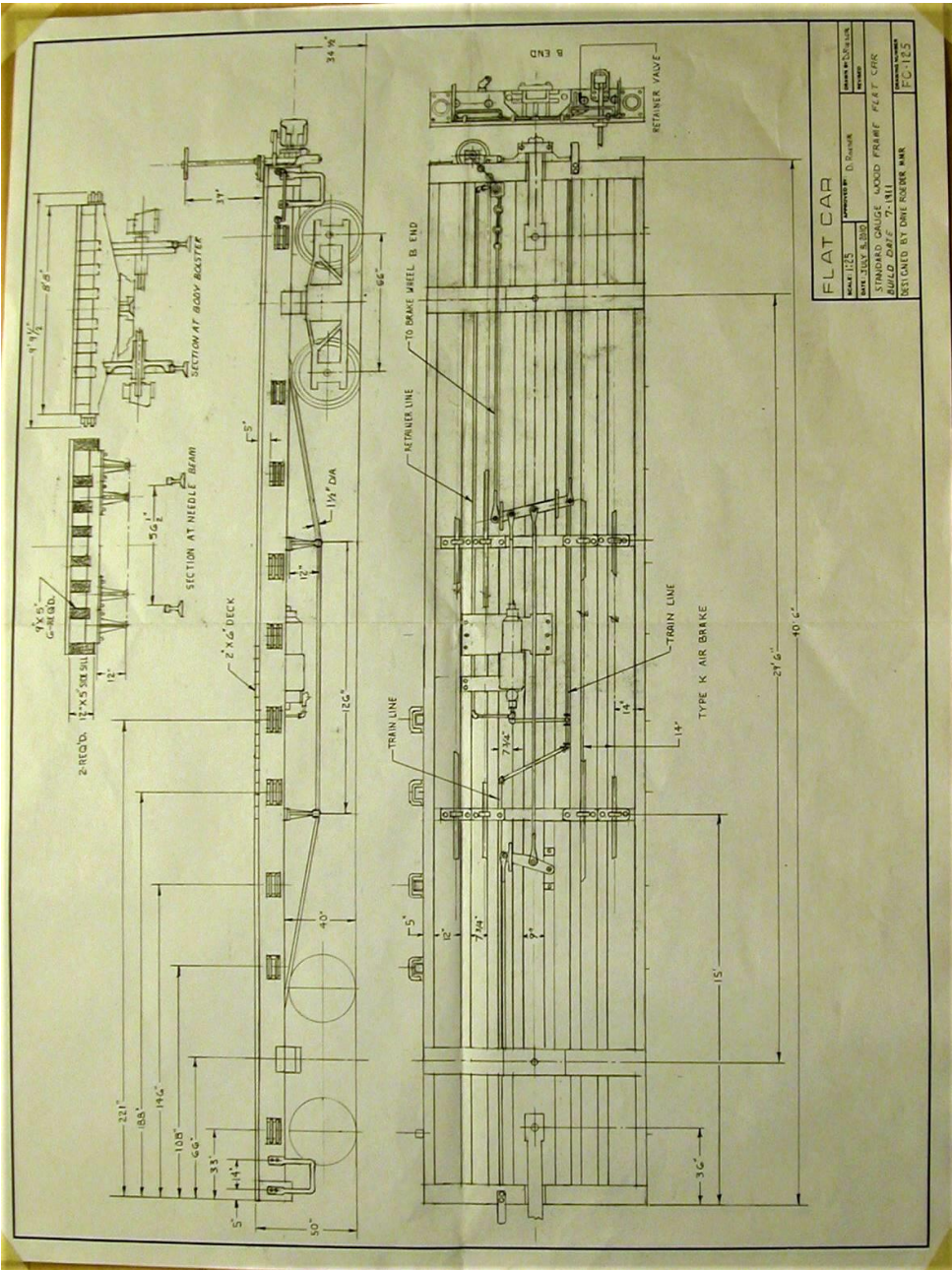
The inspiration for this flat car came from Train Wrecks by Robert C Reed 1968. I was finished building freight cars for my MMR certification and decided to take on one more 1/25th scale project. This one would be my largest model. I designed it using data from the American Railroad Freight car book by John White 1993 and other HO scale flat car craftsman kit instructions. I chose real wood using 2 X 4 clear California Redwood as a starting point. After determining the scale lumber sizes in 1/25th scale, I proceeded to fire up my DeWalt "sawmill". The easiest part was constructing the frame and decking. This large piece was simple woodworking. The white metal cast details were purchased from Ozark Miniatures. These included the type K brake system, stake pockets, coupler pockets, queen posts, grab irons and nut bolt washer castings. I used modified KADEE #795 couplers.

The trucks were made from Bachmann G scale arch bar units that I had to modify severely to increase the wheel base and the track width. This was the most time-consuming part of the build. It becomes a much more involved project when standard commercial products like freight car trucks cannot be used. I felt a load was required and chose three 1925 Model T Fords (a doctor's coupe and two roadsters) from my built up collection. In addition, I added two complete T Ford engines. I spent some time creating the wood cribbing and adding details to the deck. The Janney coupler and Westinghouse type K air brakes were standard on freight cars by 1925. One other thing I had to do was build a Plexiglas case to store the model and allow for transport to contests. This proved to be yet another challenge since I had to combine visible sides into a removable top that fit over the base made to a 1/25th scale track section.



My back story is that the St. Louis and Northern Short Line was still using this 1911 flat car in 1925 and was shipping these three Fords North to a small-town Ford dealer.

This completed my diversion from plastic model cars and trucks to rail vehicles and the huge flat car. Since there is no such thing as 1/25th scale track or even a standard for this scale, I doubt these will ever see operation. I just have the satisfaction of having built railroad models in an unusual scale. This is something that the model boat and ship builders often do. I have a friend who built a Radio-Controlled WWII submarine from scratch. It was about seven feet long. I asked him why he chose that scale and he told me that was so it would fit inside his Jeep. Well, that made sense to me.



FLAT CAR
 MODEL 1125
 DESIGNED BY D. ROSEBANK
 BUILT BY K. B. BROWN
 STANDARD GAUGE WOOD FRAME FLAT CAR
 BUILD DATE 7-1-11
 DRAWING NUMBER
 FC-125

The Christmas Cannonball

by John Carty

The following tale appeared in Wabash as photo of a newspaper clipping. Here is the whole story.

First the rains and then came December snows
That by Christmas Eve the trains were in throes.
In Danville packages filled the freight house,
So much so that bare must be Sear's warehouse.

The Station Master spied the Christmas Sled,
Not delivered but in a corner instead.
With all of the mail trains now departed,
A child for Christmas be brokenhearted.

So, suggested a bearded conductor
That gifts they themselves should deliver.
The station master then called for power;
They filled a car and left within the hour.

Behind a switcher they bobbed to State Line.
For Bobby a drum unloaded by nine,
While for Helen they provided ice skates.
Now on their way to deliver more crates.

To the town of Johnsonville did they get,
Bringing for Bailey a China tea set
And stick horses for Jakob and Cory.
They hurried on, with no time to worry.

Marshfield next the Cannonball came with care
And dropped off for Alice a Teddy bear,
While a train they dropped for her brother John.
Now to deliver more gifts they went on.

The town of West Lebanon beckoned all.
Dropping to Michael a bat and baseball,
As well as dolls for Mollie and Meaghan.

On its way the little train sped again.

Running on to Williamsport next they sped,
Bringing Lincoln Logs for little Caleb,
And for Sarah, a doll cradle they brought.
On their way through the snowy night, they fought.

Attica came next along down the tracks,
Leaving for Matthew a hammer and tacks.
To Maggie arrived a pair of Dance shoes.
On their way again, with no time to lose.

Now to Riverfield next the special sped,
And leaving for Parker that fateful sled,
While for brother Duncan a set of jacks.
Onward they go a waddling down the tracks.

At West Point the task was almost complete,
Dropping for Bobby a Noah's Ark, neat,
Along with a baby doll for Katie.
Hurrying along their way, almost free.

Now to Lafayette at long last they get
To bring to Christopher a chess set
Also a book and crayons for Jersey.
The run completed Christmas morn early.

The late-night ride at last to an end came.
The master his helper thanked all the same.
The old conductor who merrily did say,
"Happy Christmas," and rode off in his sleigh.

Division Minutes

by Thomas Ose

Meeting Minutes for August 17, 2020

Superintendent: Willie Richter

Assistant Superintendent: Dan Knipp

Paymaster: Bill Levine

Clerk: Thomas Ose

McoR Director: David Lowell

Activity Coordinator: Ron Gawedzinski

Publicity Chairman: Jim Ables

Membership Chairman: Bill Linson

AP Chairman: John Carty

Contest Chairman: Chris Oestreich

Business Meeting:

Superintendent Willie Richter called the Zoom meeting to order. There were 21 members attending.

Thomas Ose gave a brief overview on Zoom meeting etiquette

- Be on time
- Use video if available
- Dress as if you were going to a physical meeting
- keep the mute button on when you are not speaking, this reduces background noises and makes it easier to hear.
- Keep focused and try not to move around unnecessarily, this distracts others.
- Try to stay in the meeting keeping other private activities away from the meeting. No calls or texts or private conversations.

Election Results:

Willie Richter introduced Bill Levine as the new Paymaster.

Minutes of Previous Month's Meeting

Since it has been over 4 months since the last meeting no official minutes were reviewed.

Treasurer's Report

The treasurer's report for July was discussed by Bill Levine and is attached for review. The ending balance was \$28958.25.

Directors Report

Dave Lowell reported that membership is down possibly due to the cancellation of the national conference. More information on his attached report.

Achievement Program (AP) Report

John Carty reported that things are very quiet and indicated that there may be some confusion and needs to touch base with regional.

Gateway Division:

<http://www.gatewaynmra.org>

MoCOR: <http://www.mcor-nmra.org/> NMRA:

<http://www.nmra.org/>

Publicity Chair Report

Jim Ables reported that there are currently no scheduled train shows. Also Boeing and Mark Twain have canceled their events. It was also announced that the holiday party will be canceled.

Outside Activities Report

Nothing to report

Old Business -- no old business

New Business

- Until further notice all monthly meetings will be held via zoom
- Request was made for clinics and interest in presenting a virtual tour of your layout.
- Nominating/Election Committee
- Due to the current meeting situation it was brought up and voted on that current nominations and elections be deferred until we can all get back together again. Voting result was 18 yes, 1 no and 1 no vote.

Drawings

50/50 winner: none Gift Card winner: none

Clinic:

Dave Ackmann presented "Amazing Arduino Automation" and excellent beginners overview on the use of Arduinos in railroad automation.

More information can be found at

<https://daackm.github.io/>

Meeting adjourned.

Respectfully Submitted,

Thomas Ose

Clerk, Gateway Division

GATEWAY DIVISION FINANCIAL REPORT July 2020 Month

Actual Notes Actual

RECEIPTS

Sales

50/50 MEETING RECEIPTS \$0.00 \$103.00

SALES - TRACK GAUGES 0.00 0.00

SALES - WHEEL SETS 0.00 0.00

SALES - OTHER 0.00 0.00
 SALES - FALL MEET VENDOR TABLES 0.00 120.00
 SALES - FALL MEET ADMISSIONS 0.00 0.00
 SALES - DIVISION SHIRTS 0.00 0.00
 Total Sales \$0.00 \$223.00
 Donations
 DONATIONS- D. AYRES ESTATE SALES \$0.00 \$6,816.00
 DONATIONS IN MEMORY OF D. AYRES 0.00 200.00
 MISC DONATIONS 0.00 0.00
 Total Donations \$0.00 \$7,016.00
 Other Income
 PUBLICATION FEE \$10.00 \$10.00
 INTEREST 4.31 48.97
 OTHER 0.00 0.00
 Deposit from Cash on Hand 0.00 42.00
 Cash on Hand used for Expenses 0.00 11.35
 Total Other Income \$14.31 \$112.32
 TOTAL RECEIPTS \$14.31 \$7,351.32
 EXPENDITURES
 Cost of Sales
 50/50 MEETING DISBURSEMENTS \$0.00 \$51.00
 FALL MEET EXPENSES 0.00 0.00
 DONATION SALES COMMISSIONS 0.00 1,492.60
 DIVISION SHIRTS 0.00 332.37
 Total Cost of Sales \$0.00 \$1,875.97
 Admin Costs
 RENT \$0.00 \$350.00
 POSTAGE 0.00 153.00
 OFFICE SUPPLIES 0.00 17.45
 PRINTING/COPIES 0.00 204.04
 REFRESHMENTS 0.00 10.00
 WEB SITE AND ONLINE FEES 0.00 0.00
 RESALE ITEMS 0.00 0.00
 HOLIDAY PARTY 0.00 0.00
 AP PROGRAM 0.00 0.00
 MISCELLANEOUS 0.00 0.00
 Total Admin Costs \$0.00 \$734.49
 RPO Costs
 POSTAGE \$54.75 1 \$54.75
 PRINTING 0.00 0.00
 OFFICE SUPPLIES 0.00 0.00
 Total RPO Costs \$54.75 \$54.75
 Other Costs

NMRA DUES REMITTANCE \$0.00 \$0.00
 EQUIPMENT 0.00 0.00
 J. MARX PROCEEDS 0.00 7.00
 Withdrawal to Cash on Hand 0.00 0.00
 Cash Receipts put in Cash on Hand 0.00 0.00
 Total Other Costs \$0.00 \$7.00
 TOTAL EXPENDITURES \$54.75 \$2,200.60
 RECEIPTS LESS EXPENDITURES -\$40.44 \$4,444.55
 Bank Reconciliation
 BANK ENDING BALANCE \$28,980.04
 Receipts Less Expenditures -40.44
 ENDING BANK BALANCE \$28,939.60
 Plus Cash on Hand 18.65
 ENDING BALANCE \$28,958.25
 NOTES:
 General Note: Books are kept on a cash basis so unposted deposits and uncleared checks are not included in the Financial Statement until they appear on the bank statement, however they are listed below for information and disclosure.
 Notes: 1 Postage for Treasurer mailings
 Outstanding Checks / Deposits not Posted:
 Ck # To Amt
 2320 Michael Roth \$80.00 Refund of fee for 4 tables for Fall Show
 2321 Edmund Eller \$40.00 Refund of fee for 2 tables for Fall Show
 2322 Jime Ables \$149.90 Zoom account annual fee
 2323 Tom Ose \$119.98 Drop Box fee for Online Storage
 Year to Date
 Monthly Gateway Division Directors Report Items
 Membership info
 o Membership is decreasing slightly, presumably driven by the cancellation of the Conventions and COVID-19
 MISC info
 o **Caboose Kibitzer** - Ray is looking for content for future editions. Thanks to Bill Linson and Dave Roeder for submitting articles.
 o **Upcoming Regional Events**
 Summer BOD meeting to be held 8/29/20 via Zoom.

- Working on activating Central Missouri Division
- Still working a realigning division boundaries from Zip codes to Counties
- 2021 in Tulsa with Lone Star Region
- Gateway 2020**
- o Canceled**
- OPSIG-Tuesday night group Paused.**

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 \$72 per year, and all members of the NMRA are automatically members of the Region and Division in which they live. The Gateway Division is part of the Mid-Continent Region, which represents Missouri, Kansas, Arkansas, Oklahoma, Nebraska, and parts of Iowa and Illinois.

The Mid-Continent Region publishes a quarterly bulletin, *The Caboose Kibitzer*, and holds an annual convention meeting that usually includes modeling clinics, local tours of layouts or prototype facilities, and model contests. Annual subscription to the Mid-Continent Region *Caboose Kibitzer* is included with membership at the National level and runs concurrently.

The Gateway Division is well represented on the regional and national levels of the NMRA. Its members actively promote the modeling hobby through local monthly meetings, this quarterly newsletter, an annual train meet in the fall, participation in area train shows and other events, and a comprehensive

website. Annual subscription to the Gateway Division *RPO* is \$10, running from July 1 through June 30. Members who subscribe mid-year are given extended memberships. The division's official mailing address is on the "Contact Us" page on the website: <http://www.gatewaynmra.org/gateway-nmra-contact-us/>. Checks may be sent to Gateway Division NMRA, PO Box 7742, Chesterfield, Missouri 63006-7742. 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

Division Officers

Superintendent

Willie Richter

Assistant Superintendent

Dan Knipp

Clerk (Secretary)

Tom Ose

Paymaster (Treasurer)

Position open pending election

Division Director

David Lowell

