

RPO

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RPO

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of the National Model Railroad Association

Editor: John Carty

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

Submission deadlines:

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Fall: October 1
Winter: January 1

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On The Cover

photo by Eugene Coffman

Gene chronicles a visit to Gold Coast Railroad Museum in Miami in his article starting on page 4.

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Superintendent's Desk

by Tim Stout

Hello and welcome to the Gateway Division quarterly newsletter – the *RPO*. As I write this in early October – several big events are just around the corner. First is the Joint Picnic between the Gateway Division NMRA and the St. Louis Chapter of the NRHS – Saturday October 18th at the Museum of Transportation. Food and soda will be provided along with door prizes, bring the whole family along. Hopefully the weather co-operates – as it is a few weeks later than last year's picnic. Second big event is the Fall Meet (Nov. 1st and 2nd) – which will be a two day event at the Oliver C Joseph Chrysler dealership near Belleville Illinois. This year is the first time since I have been participating that the Fall Meet is two days long instead of just one day, and the first time it is in Illinois instead of Ballwin Missouri area. I hope you can make to these events to meet others

with your interest in trains and railroading. A good time will be had by all who attend.

Speaking of meeting others, I am pleased to see some new members coming to our monthly meetings. Looks like all the hard work of going to the area train shows as well as the website is paying off as people hear about the Gateway Division and come to our meetings. I want to thank all of the members who are donating their time and effort to help promote the Gateway Division and the NMRA.

Volunteers are what make this organization work – so whether you are new to the Division or a member of many years – please help out when you can. I think you will find the experience rewarding – I have.

Also keep an eye on your mailbox – the annual election ballot will be going out soon to all members within the division. Secondly there will be a mailing to all the members within the Division asking if you want to “opt-in” to a membership directory we are going to start compiling next year. Gateway Division used to publish a membership directory, but the laws have changed and we need to go back to the membership and ask everyone to “opt-in” to be able to include them in an updated directory. This directory is only meant for the use of the membership – to aid you in contacting fellow modelers.

Lastly the Holiday party will be here soon – Monday November 17th at Trinity Lutheran Church. That meeting will feature the annual kit bashing contest voting where winners will be selected by popular vote in two categories – Novice and Master. The Master category is for winners of previous contests – the Novice

category is for all others. If you don't have a kit already – see Phil Bonzon or one of the officers to get a building kit for the contest. There is a \$10.00 deposit that will be refunded to you when your model shows up at the contest in November.

Time to run – need to do some more work on my model for the Kit bashing contest!

I look forward to seeing you at the upcoming events.

Tim

Under the Wire

by John Carty, Editor

Happy autumn!

This issue marks the end of my third complete year as editor of the *RPO*. During this time I have met many members of the division through their contributions to this publication. Some I have even had the pleasure of meeting in person.

My goal for the *RPO* has been to use this magazine to provide a voice to the membership of the division. This remains my goal. To this end I once again ask for submissions from every member. I enjoy writing, and talking, but really want to find out what my fellow members are doing. If you think what you have is not going to interest other modelers, remember that you are a modeler and if it interests you, it will probably interest someone else as well. This issue is mailing late due to a lack of content, which Gene Coffman graciously rectified in the nick of time. When submitting please provide photos as separate files rather than as part of the article, as these are easier to format into the *RPO*.

With the Fall Meet around the corner, please be sure to bring your models, dioramas, and photographs for the contest. Please take the time to view the entries as well.

John

Tricks for Tracks

When purchasing an engine that says it is a plug and play the manufacture is usually referring to a motor decoder. In order to install a sound decoder you may need to remove the circuit board in the engine in order to have room for the sound decoder.

This will be true even if there is already a spot for the speaker.

Brian Post

Railroad Gems on the Gold Coast

by Eugene Coffman

The Gold Coast Railroad Museum in Miami is one of three railroad museums in Florida to be designated as official state museums. Among the requirements is emphasis on Florida RR history, operating as a non-profit,



and being open to the public. This location itself is rooted in Florida history as the site of a U.S. Naval airship station in World War II. From here Navy blimps were sent forth to locate and hunt the German submarines that were stalking coastal freight traffic. This role is remembered with an impressive monument to the men who served here.

The centerpiece of the RR museum is a large, recently built "train shed" of brick and steel which houses the most valuable parts of their collection. Perhaps the most talked about exhibit is the "Ferdinand Magellan", a Pullman observation car built in 1929 but designated "U.S. 1" from 1943 to 1958. Named for the Portuguese Sea Explorer, it was used extensively by Franklin D. Roosevelt and Harry Truman, and rarely by Eisenhower. The rear observation platform is displayed with an array of network radio microphones as used by Roosevelt and Truman in their travels and "whistle stop" election campaigns. A tour of the car adds \$2.00 to your \$8.00 admission ticket.

The Magellan was rebuilt for presidential service and includes

two bedrooms, a dining/meeting room, a pantry, a galley, two escape hatches, ice bunkers, and quarters for two stewards. The car is sheathed with



5/8" armor plate on all sides, top, and bottom. The windows are 3" thick, 12



ply laminated bullet-resistant glass. Since the windows are sealed shut, the car was cooled in summer by blowing air over pipes containing ice water. Such modifications increased the car weight from the original 80 tons to over 140 tons making the Magellan the heaviest passenger car ever used in the U.S. The Ferdinand Magellan is itself designated a National Historic Site.



The second gem in the museum's collection is the Florida East Coast (FEC) Railway locomotive #153. This oil-burning Alco 4-6-2 was used by the FEC from 1922 to 1938. Henry Flagler built the FEC down the Atlantic coast of Florida in the early 1900's to spur land development but wasn't content to stop at Miami. He then built the "Overseas Railway" to reach the deepwater port in Key West. The extensive engineering and bridging innovations required for this feat earned the extension the sobriquet "Eighth Wonder of the World" when completed in 1912. However it only lasted for 23 years as it was destroyed in the hurricane of 1935 and

subsequently known as the “railroad that died at sea”. Locomotive 153 gained its fame for pulling the “Rescue Train” that evacuated the Florida Keys just hours before the hurricane struck. For this heroic role of safely delivering so many evacuees from danger, #153 was also designated a National Historic Site.



The “Silver Crescent” from the California Zephyr displayed in the train shed is an 85’ round end “Vista Dome” build by Budd in 1948. A “Vista Dome” graced the rear of every California Zephyr train; this car has logged over four million miles. The



Silver Crescent was damaged by hurricane Andrew and repairs are not yet complete. Nearby in the shed are several other fine passenger cars that served Florida at one time on the FEC, Seaboard Lines, and the Atlantic Coast Line. Some of the cars are staged much as they may have been in a station with baggage being loaded and passengers boarding. A rare U.S. Army Hospital car built in 1945 is displayed and was part of an order of one hundred used to transport wounded soldiers arriving from Europe and the Pacific to hospitals in various cities. Engines from lines serving Florida on display include another FEC 4-6-2 and an E8, an ACL GP7, a 1965 NASA Alco S-1 from Cape Canaveral, and a SAL F3. Numerous other locomotives and cars in various stages of disrepair are located in the rear storage yard.



A separate building houses operating model railroading layouts in N, HO,



027, and G scales. There are hands-on opportunities for kids using both free-wheeled and motorized models including Thomas the Tank Engine. A large stationary collection of cars and engines is displayed in the aforementioned gauges as well as



American Flyer S gauge. A large and very interesting exhibit enlightened us on the "African American Railroad Experience" including the history, employment, and unionization of porters and others. A small rail operation provides a short ride around the premises including the rear storage

yard. An individual or group can easily spend half a day at this large facility. Almost all of the features are child-friendly.

Inexpensive White LEDs From Christmas Light Sets

by Richard Schumacher



LEDs (light emitting diodes) provide a superior lighting solution over miniature bulbs. LEDs stay cool when lit and are very bright, energy efficient, and extremely reliable. Their long life and reliability are extremely important when installed in engines and buildings, where you really don't want to ever open it up again to replace a light. And since they run cool, you don't have to worry about melting or discoloring plastic near an LED, or catching paper or cardstock on fire.

LED Basics

LEDs are fundamentally different from miniature lamps. LEDs are semiconductor devices, which means you need to apply a specific voltage to turn them on (called the "forward voltage drop"), and once that voltage is

reached you need to limit the current flow or the LED will immediately “burn out” (too much current and some actually blow up – overheating and exploding a section of the plastic housing away). So a current-limiting resistor is normally wired in series with each LED to ensure the current is always below the maximum current rating. This is different from miniature light bulbs, where too much voltage will destroy the bulb.

LEDs are also sensitive to polarity, meaning you need to use a DC power supply and connect the correct wire to the positive lead and the other to the negative lead or it won't light up. Accidentally hooking up an LED “backwards” won't hurt it – as long as the current-limiting resistor is in place – it just won't light.

Finally, LEDs (like most semiconductors) can be destroyed by too much heat or static electricity. Unless you have a very bad static electricity situation, LEDs are fairly immune to damage that way. But excessive soldering heat can destroy LEDs quickly. You may want to place a heat sink clip between the LED and your solder connection, and then solder very quickly – the connection should be made in less than a second. And remember to only use rosin flux – acid flux should never be used on any electronics.

White LEDs

LEDs are manufactured in a variety of colors – red, orange, yellow, green, blue, IR, and UV. To make a white LED, an ultraviolet or blue LED is coated with a fluorescent coating that emits the desired “white” spectrum mix. Changes in this coating can produce different “white” LEDs – from a very warm color like traditional household light bulbs to the very bluish-whites of cheap fluorescent lamps. This range is

described as the light's color temperature and is rated in Kelvins (K). A very warm white would be 2700K. Standard warm white is 3000K to 3200K. “Natural” or “cool” whites are around 4000K. Daylight is considered 5500K. Shady daylight, and cheap fluorescent lamps, are 7000K to 8000K.

The color of “white” Christmas light sets are much more loosely described. You usually have the choice of either “warm” or “cool” white light sets. You'll want “warm” LEDs for most model railroading uses, as that 3000K-ish color works best for building interiors and engine lights. You'll find that the actual color varies between light set brands. “Cool white” Christmas light sets are usually in the 5500K to 7000K color range and look bluish. This is great where you want that color difference, such as when modeling fluorescent or mercury vapor lights or bright spotlights.

LED Sizes and Shapes

Individual white 3mm LEDs typically sell for a \$1 each (or more) mail order or at a hobby shop (and about the same as miniature light bulbs). A Christmas light set of 50 or 60 white LEDs may only cost \$4 on sale – under a dime each – a considerable savings. LEDs come in many shapes and sizes, but the most common Christmas sets use the 3mm diameter LEDs most useful for model railroad purposes.

Unlike light bulbs which produce light in all directions, LEDs produce a directional beam of light. This is great for engine headlights, since that directional beam is what you want. “Dome” top LEDs create a narrow beam of light perfect for headlights and spotlights. “Inverted cone” top LEDs take the beam and scatter it in all directions around the top of the LED. This style works best for building and passenger car interiors. Below are

examples of dome and inverted cone LEDs from two different Christmas light sets.



Examples of common white LEDs from holiday light strings. The two on the left are the “inverted cone” design which work best for structure lighting. The standard rounded end LED at right has a very directional beam, most suitable for headlights and spotlights. The LED at left is still in the original socket from the light string.

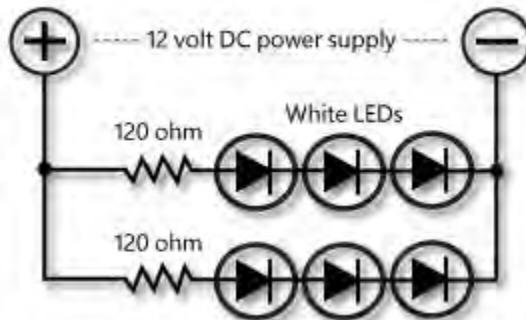
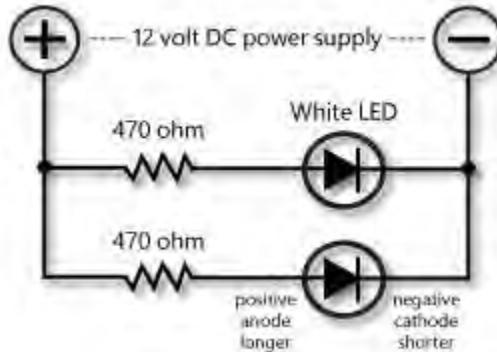
Wiring LEDs

Christmas light set LEDs are normally mounted in a plug-in socket. You can cut individual socketed LEDs from the light string to wire building interiors, or you can remove the LEDs from the sockets and straighten the leads. The longer lead is the positive (or anode) side. The shorter lead is the negative (or cathode) side. The negative side is also sometimes marked with a flat bevel on the LED case.

The best way to connect multiple LEDs is for each LED to have its own current-limiting resistor. White LEDs are usually 3.2 to 3.6 volt

devices rated at 20 milliamps max. This means you would use 470 ohm 1/4-watt resistors for white LEDs powered by a 12 volt DC power supply. It doesn't matter on which side (positive or negative) the current-limiting resistor is connected – just make sure to always use a current-limiting resistor. 1K current-limiting resistors are typically used

for white LEDs connected to a DCC decoder. 1/4-watt resistors normally



cost under \$4 for a package of 100 (mail order).

You connect the positive side of the LED to the positive side of the DC power supply.

It is also common to wire three white LEDs in series with a 120 ohm current-limiting resistor and a 12 volt DC power supply. Each set of three LEDs has its own resistor. This is how the cut able strips of LEDs used for home accent lighting are wired.

Hiding Common Kits in Plain Sight

by John Carty

We have all visited beautiful layout boasting meticulous track, detailed motive power and rolling stock, hundreds of citizens, large swaths of beautiful trees, and lots of buildings. Somewhere along the line, you start to recognize some of the structures: Aunt Millie's House, Speedy Andrew Repair Shop, the Walker Building, Cutting Scissors, Roberts Printing, etc.

Do not get me wrong, these are great kits. They are so great that nearly everyone has them. What about a way to use these buildings, while rendering them anonymous?

Several attributes define the identity of a structure: size, shape, color, architectural details, and signage. By modifying one or more of these characteristics, you can individualize any



structure.

First, consider size. You can easily change the foot print of a building by adding a lean-to or dock to it. For example I built 1600 W. Main St. from a pair of Dan's Produce Market. By laying out the building to go on a hill and creating a home at the top fronted by a pair of storefronts on the street, This common commercial structure takes on a totally different character as well as following a prototype structure



standing within a mile or two of my house.

Another example of this is the Clairway Inn which consists of stacked houses from Grant Line with the long lean-tos added in the back.

These two examples also change the shape of the building the kits were intended to create. Another way to change the shape is to add something

to the structure. Haus Hardware presents a different look from the common business structure this part of Gruesome Casket is supposed to represent simply by adding a dock. Additionally, since the building nestles up to the backdrop, I transferred the bricked up windows

from what would have been the far wall to the wall facing the aisle.



Taking Design Preservations Walker Building as a starting point, I added a mansard trimming back the brick walls to the appropriate angle using Plastructs fish scale. I also added Tichy star-shaped nut-bolt-washer castings to the side wall following a common practice of bolting the walls of brick buildings together for stability.



The Seymour Block, also by DPM, received a more ambitious Mansard using the same material to become the Telephonic Exchange. I created the detailing on top of the Mansard by cutting the tops off of Central Valley picket fencing.



The Rex Theater began her life as "Uncle Al's" United Grocery produced by Pola. The crown on the front of the building is from Dan's Produce while the canopy was constructed using styrene sheet and shapes. I painted masonry details on the brick work. The front signage came from Walthers.

In each of the cases a common building transformed into something whose pedigree became a little less



recognizable.

Division Minutes

by Jimmy Ables, Clerk

**Meeting Minutes for
June 16, 2014**

Officers Present:

Timothy Stout, Superintendent
Phil Bonzon, MMR, Assistant Superintendent
Richard Velten, Paymaster
Jimmy Ables, Clerk
Hank Kraichely, MCoR Director
Ron Gawedzinski, Activity Coordinator
Don Ayres, Publicity Chairman

Clinic: Dave Roeder, MMR presented an excellent clinic and practical demonstration on weathering engines and rail cars.

Business Meeting: Superintendent Tim Stout called the meeting to order. There were 12 members and 3 guests in attendance. Tim welcomed our guest Rex Rothganger, Loren Casey and Carl and Monica Nordberg.

Minutes of Previous Month's Meeting: Minutes from the May 2014 meeting were available for review prior to the meeting start. The minutes were approved as submitted.

Treasurers Report: Rich Velten presented the paymasters report for May 2014. We had income of \$44.62 and expenses of \$51.50. Our closing balance was \$17,703.23.

Merchandise Report: Rich Velten reported wheel set sales continue to go well. Currently, we have on hand 96 packages of 33" and two packages of 36" wheel sets. Also on hand are 11 NMRA N-gauge standards, 3 NMRA HO gauge standards, and 2 NMRA OO-On3 gauge standards.

RPO Report: The deadline for submission to the summer RPO is 1 July.

Directors Report: Hank Karichely, discussed the directors meetings at the regional convention in Memphis. He provided details on investigations into ways to attract new members and keep existing members. The Lone Star Region has the highest retention and attracts the most new members. Hank contacted the region to find out how they do it. One of the things they've done is posting a number of clinics to their website which is very popular and provides great value to the membership. Our region will be linking to the

Lone Star division clinics pages.

The Regions website was also discussed. There is a new webmaster that is much more active than the previous. We can expect to see regions webpage to be better maintained in the future.

Monthly membership reports have been in frequent over the past few years. There is a new person compiling the reports and while still not perfect the situation is much improved.

Hank went on to discuss the joint regional convention. It appears everyone enjoyed themselves.

Achievement Program (AP) Report: Nothing new to report.

Publicity Chair Report: Don Ayres was out of town, Jim Ables discussed upcoming events and solicited volunteers for the upcoming Great Train Expo in Belleville in July; the Museum of Transportations, Go by Train event in September; and the RPM convention in August.

Outside Activities Report: No report

Old Business

- Brad Joseph was on hand and discussed the Fall Meet at Oliver C. Joseph. He is really excited about holding the Fall Meet at the dealership. He hopes to draw a large number of people to the event and hobby.

New Business

- None

Announcements

- 24/25 July Great Train Expo, Belleville IL

Drawings

50/50 winner: Brad Joseph

Gift Card winner: Brad Joseph

Meeting adjourned.

Meeting Minutes for July 21, 2014

Officers Present:

Timothy Stout, Superintendent
Phil Bonzon, MMR, Assistant Superintendent

Richard Velten, Paymaster
Jimmy Ables, Clerk
Hank Kraichely, MCoR Director
Ron Gawedzinski, Activity Coordinator
Don Ayres, Publicity Chairman

Clinic: Gregor Moe presented a very interesting and enlightening clinic on creating realistic grass using a static grass device. The results were truly amazing.

Business Meeting: Superintendent Tim Stout called the meeting to order. There were 33 members and 3 guests in attendance. Tim welcomed our guest David Lowell, Robert Gollihun, and Reese Kalka.

Minutes of Previous Month's Meeting: Minutes from the June 2014 meeting were available for review prior to the meeting start. The minutes were approved as corrected.

Treasurers Report: Rich Velten presented the paymasters report for June 2014. We had income of \$146.03 and expenses of \$591.65. Our closing balance was \$17,257.61.

Merchandise Report: Rich Velten reported wheel set sales continue to go well. Currently, we have a fresh supply of wheel sets on hand. Also on hand are 11 NMRA N-gauge standards, 3 NMRA HO gauge standards, and 2 NMRA OO-On3 gauge standards. Rich had a few pull over and tee shirts from previous orders some of which had names already embodied on them. These are free to whoever wants them.

RPO Report: The deadline for submission to the summer RPO is 1 Oct.

Directors Report: Hank Karichely had nothing significant to report.

Achievement Program (AP) Report: Phil had nothing new to report.

Publicity Chair Report: Don Ayres discussed the upcoming Great Train Expo in Belleville in July and the RPM convention in August. Don requested volunteers to work the divisions table. Also discussed were the two events at the Museum of Transportation, the swap meet in August and Go by Train event in September,

we need volunteers for both. Lots of events happening between now and November, we're going to need lots of help.

Outside Activities Report: Ron Gawedzinski, also discussed upcoming Museum of Transportation events in August and September and the October Joint NRHS/Gateway Division picnic also at the Museum of Transportation (more details to follow on the picnic).

Old Business

- Hank discussed plans for the November Fall meet at Oliver C Joseph in Belleville. Hank detailed some of the plans and asked members to support the event.

New Business

- Phil discussed the rules for this year's kitbashing contest and passed out the kits. Each participant was required to pay a \$10 deposit for the kit that will be returned when the model is entered for judging at the Gateway November meeting.
- Jim Ables provided status on the Divisions laptop computer. It's getting old and doesn't have proper connections required for modern projectors and flat panel displays. A motion was made and seconded to procure a new laptop with a price limit of \$500. The motion was approved. Jim will research and procure a new laptop capable of meeting the Divisions current and future needs.

Announcements

- 24/25 July Great Train Expo, Belleville IL
- 8/9 August RPM, Collinsville IL

Drawings

50/50 winner: Bonnie Moe

Meeting adjourned.

Meeting Minutes for August 18, 2014

Officers Present:

Timothy Stout, Superintendent

Phil Bonzon, MMR, Assistant Superintendent

Richard Velten, Paymaster

Jimmy Ables, Clerk

Hank Kraichely, MCoR Director

Ron Gawedzinski, Activity Coordinator

Don Ayres, Publicity Chairman

Clinic: Dave Roeder presented a clinic on building structures, rail cars, and engines in styrene.

Business Meeting: Superintendent Tim Stout called the meeting to order. There were 23 members. Tim welcomed our newest member Bob Goolihur and Mark Bauer who is returning to the Division.

Minutes of Previous Month's Meeting:

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

Treasurers Report: Rich Velten presented the paymasters report for July 2014. The opening balance was \$17,257.61. During the month we had total receipts of \$334.62 and expenses of \$659.45. Our closing balance was \$16,932.45.

Merchandise Report: Rich Velten reported wheel set sales continue to go well. Currently, we have a good supply of wheel sets on hand. Also on hand are 11 NMRA N-gauge standards, and 2 NMRA OO-On3 gauge standards.

RPO Report: The deadline for submission for the summer RPO is 1 Oct. John is still looking for articles.

Directors Report: Hank Karichely had nothing significant to report. Jim Ables asked Hank to inquire about an updated membership roster as elections are approaching and we'll be mailing ballots to all current members.

Achievement Program (AP) Report: Phil had nothing new to report.

Publicity Chair Report: Don Ayres discussed the upcoming events at the Museum of Transport swap meet (24 Aug), Boeing Show (Sep 6) and Museum of Transportation, Go by Train Show (27 Sep). Don requested

volunteers to work the divisions table.

Outside Activities Report: Ron Gawedzinski, also discussed upcoming Museum of Transportation's Go by Train Show on Sep 27th and the October 18th, Joint NRHS/Gateway Division picnic also at the Museum of Transportation. The Joint Group Picnic is free to attend and food and drinks are also free. Ron requested those wanting to attend signup and he also asked for volunteers to help with cooking and other required activities and solicited donations of used/old model railroad items for door prizes.

Old Business

- Hank discussed plans for the November Fall meet at Oliver C Joseph in Belleville. Hank solicited volunteers to help with setup and tear down and to man the welcome booth and youth activity center.
- Laptop computer. As reported by Jim Ables at the July meeting our laptop is becoming outdated. A motion was approved to procure a new laptop with a price limit of \$500. Jim Ables procured a new Toshiba laptop computer for \$493.28. Closed
- Phil Bonzon still has kits for the kitbashing contest.
- Tim discussed website updates. Dale and Richard have done a great job and photos of many new layouts have been added. Dale is taking some time off from taking pictures so updates will be slower for the time being.

New Business

- Rich Velten brought up that we have a cash register left over from the 2001 convention. He asked for recommendations on disposition. A motion was made and approved to sell it on ebay.
- Elections Don Ayres is heading up the election committee. To date all the officers but Phil are willing to run for reelection. Don is soliciting the membership for members who might be interested in serving as Superintendent,

Assistant Superintendent, Clerk, and Paymaster.

- Tim Stout discussed the prototype modelers meet. He said the turnout was good and a number of attendees he talked with expressed interest in joining or at least attending a division meeting.

Announcements

- Bob Amsler received the president's award at this year's national convention. This is Bob's second time to receive this prestigious award.

Drawings

50/50 winner: Gregor Moe

Gift Card winner: Ron Krauss

Meeting adjourned.

Timetable of Events

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

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

Mon., October 20, 2014

Gateway meeting at O'Fallon, IL.

Sat. & Sun., November 1 & 2, 2014

Gateway Division 2014 Fall Meet (Change of Location for 2014 Show), Oliver C. Joseph Chrysler Dodge Jeep RAM, 3795 West State Route 15, Belleville IL, 62226, 9 am - 3 pm Sat. and 11am - 3 pm Sun.
Admission: Free

Mon., November 17, 2014

Gateway meeting at Trinity Church.

Sat. & Sun., November 29 & 30, 2014 The Great Train Expo, Gateway Center, One Gateway Dr., Collinsville, IL, 10:00 A.M. – 4:00 pm, admission: \$7.00 (Children under 12 free).

Sat., Dec 7, 2014

Great St. Louis Before Christmas Train Show & Food Drive, Immanuel Lutheran School, 9733 Olive Blvd., Olivette, MO, 9:00 am to 3:00 pm, Admission: \$5.00 (\$4.00 with non-perishable food item) Children 12 and under free with adult.

Sat., December 13, 2014

Kirkwood Railroad Association of Missouri, Open House, 106 N. Sappington Rd, Oakland, MO, 12pm to 4pm, Use south entrance to the basement level of the Hough Community Learning Center, Admission: Free – Donations Gladly Accepted

Sat., December 27, 2014 Brian

Post Open House, 248 Pardella Ave., St. Louis, MO, 10 am – 6 pm. Bring engine (with decoders) & rolling stock.

NMRA MCoR Region & Gateway Division

The National Model Railroad Association (NMRA) is a world-wide organization dedicated to all aspects of model railroading. In order to bring the most benefit to its members, the association is subdivided into Regions, and each Region has a number of local Divisions. National dues are \$66 per year, and all members of the NMRA are automatically members of the Region and Division in which they live. The Gateway Division is part of the Mid-Continent Region, which represents Missouri, Kansas, Arkansas, Oklahoma, Nebraska, and parts of Iowa and Illinois.

The Mid-Continent Region publishes a quarterly bulletin, *The Caboose Kibitzer*, and holds an annual convention meeting that

usually includes modeling clinics, local tours of layouts or prototype facilities, and model contests. Annual subscription to the Mid-Continent Region *Caboose Kibitzer* is included with membership at the National level and runs concurrently.

The Gateway Division is well represented on the regional and national levels of the NMRA. Its members actively promote the modeling hobby through local monthly meetings, this quarterly newsletter, an annual train meet in the fall, participation in area train shows and other events, and a comprehensive website. Annual subscription to the Gateway Division *RPO* is \$10, running from July 1 through June 30. Members who subscribe mid-year are given extended memberships. In addition to the quarterly newsletter, a member directory is published listing names, addresses, and information about individual modeling interests. New members also receive a Division membership pin.

Membership is open to anyone from the beginner to the most advanced modeler, of all ages, so that everyone can share questions and knowledge of the hobby. Visitors are welcome at the monthly Division meetings listed on our website, www.gatewaynmra.org

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

Division Officers

Superintendent

Timothy (Tim) A. Stout

Assistant Superintendent

Philip (Phil) G. Bonzon MMR #427

Clerk (Secretary)

Jimmy D. Ables

Paymaster (Treasurer)

Richard (Rich) M. Velten (Marilyn)

Division Director

Henry (Hank) W. Kraichely

