



El Dorado & El Reno Railroad  
Switchlist

Train No: \_\_\_\_\_ Eng. No: \_\_\_\_\_  
On Track # \_\_\_\_\_ Macro out: \_\_\_\_\_ Address: \_\_\_\_\_  
Left: \_\_\_\_\_ m Date: \_\_\_\_\_ 19 \_\_\_\_  
Arrived: \_\_\_\_\_ m Conductor: \_\_\_\_\_  
Terminate on Track # \_\_\_\_\_ Macro in: \_\_\_\_\_

Initials	Car No.	T	Pull	Spot	Consignee
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# RPO

**Fall 2018: Volume 26, Number 3**

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Editor: John Carty

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## On the Cover

*photo by Venita Lake*

Switch list used in operating Venita & Richard Lake's El Dorado & El Reno Railroad. Full article on how they designed their layout for operations starts on page

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## Superintendent's Desk

*by Jim Ables*

Model railroading season is in full swing now, well it would be if the weather were more Fall like. I suspect too many of you are still playing outdoors rather than buckling down on those model railroading projects. As for me I'm struggling to get myself back in the basement working the drywall. Anyone want to do the taping and mudding for me? No? that's what I thought. Everyone hates taping and mudding. So, what's been going on in the Division? If you attend our monthly meetings you know that Tom Ose has done several clinics on Arduinos. What is an Arduinos you ask? Arduino's are open-source electronics platform based on easy-to-use hardware and software.

Arduino boards are able to read inputs (e.g., light on a sensor, a finger on a button, or a Twitter message) and turn it into an output (e.g., activating a motor, turning on an LED, publishing something online). You can tell your board what to do by sending a set of instructions to the microcontroller on the board. To do so you use the Arduino programming language, and the Arduino Software, based on Processing.

So what does that mean? Well if you want to do train detection and signaling, Arduino is an alternative to DCC based systems. You can also add automation to your layout using Arduino devices to automate track switching and animating scenes with lights, music and motors to create movement. Arduinos are relatively cheap and for those who are technically adept not to hard master.

Many thanks to Tom for putting together an excellent series of clinics.

Gateway Division members John Schindler, Gary Gross, Joe Pellegrino, Tony Pellegrino and David Lowell have stepped in after Run Extra St. Louis went into receivership and have leased it under the Herald of Archrails. They are finalizing the details in order to be ready for the kickoff event in March 2019. Those preparations include finalizing the list of layout hosts, working out a time table and communicating with other operating groups around the Midwest to fill all the spots in the timetable. They (Tony) have also launched a website <http://archrails.com/> which is still being populated with layout descriptions, pictures and other pertinent details for the perspective operators.

Registration for the 2020 NMRA convention in St Louis is open. You can register at the reduced price of \$135 through December 31, 2018 at [www.gateway2020.org](http://www.gateway2020.org). The organizing committee is looking for volunteers to

assist with convention perorations. If you're interested in helping contact any of the committee members. Local model railroad clubs or historical societies wishing to participate contact one of the committee members. Committee members are John Schindler, Brad Joseph, Bob Amsler, or Jim Ables.

It's time for annual elections. Don Ayres is heading up our election committee and he's actively looking for people interested in running for all the offices. So far we have nominees for Superintendent, Clerk, Paymaster, and Director. If you're interested in running for any position please contact Don at [ayresd1@charter.net](mailto:ayresd1@charter.net). Ballots will be mailed out in early November.

Don Ayres and committee are working on organizing the next iteration of Model Railroading 101. We'll be hosting model railroading classes at Mark Twain Hobbies in St Charles starting in December. Contact Don if you'd like to help.

As always I'd like to extend my personal thanks to those members who keep the division running. Bill Linson, Don Ayres, Greg Moe, Rich Velten, David Lowell, Dale DeWitt, John Carty. You guys do a lot of great work, thank you.

*Jim*

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## Under the Wire

*by John Carty, Editor*

Autumn has fallen upon us. School is in full swing. With the end of October comes the end of Marching Season and the beginning of Bowing Season for my high schoolers. These coupled with dance being in full swing leave no rest for the parent, wicked or otherwise.

With our little girl now three and the recent addition of a 5-month old boy,

which brings our total number of children to eleven, spare time has been more than a little scarce. I hope this answers anyone who wonders where I have been lately.

I hope to have some items for the contest. If not, I plan on judging. Please bring your best modeling and photography efforts which have not won first place in a contest, to the Fall Meet for inclusion in our annual contest. The feedback I have received over the years from participating in contests provided me with the knowledge to improve my modeling skills. It has also provided me with a challenge to keep improving. Please take part in the contest in some way.

Members of our division continue to earn Achievement Program certificates, with the latest recipient being Richard Lake earning his Author Certificate. Congratulations, Richard.

Please review what you have accomplished in your modeling and with your membership in the NMRA and see if you qualify for any certificates. Most members in the course of their modeling have done work in most of the areas covered by the Achievement Program. We can still use more material for the RPO. Articles on modeling, the prototype, activities, and even trip tips provide the membership with a taste of what goes on in the Gateway Division. Articles do not have to necessarily be written, as drawings and photo essays also fit the bill. If each member submits one item in the course of a year, the RPO will be bursting at the seams. If you have an interest in something or a question, so does someone else. When you find your solution, please share it. The Schoolbug article in this issue is a classic example.

I acknowledge each submission when it arrives. As an additional note, I forward everything submitted to the RPO to the Caboose Kibitzer.

One last thought regarding the RPO: if anyone would like to do a column or question and answer feature, please contact me. Such an item provides our fellow members with a place to get ideas and answers.

I hope to see everyone at the Fall Meet this year. The friends I have made through the Division remain the best reason to participate in events.

*John*

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## **Director's Reflections**

*By Jon Marx*

Time to assemble another collection of random thoughts for the RPO. I will concentrate on happenings at the Region Board Meeting at Kansas City during the National Convention. I did not attend for health reasons. I had been looking forward to attending and getting there by Amtrak, but life, as it often does, got in the way.

My first National was in Milwaukee in 1950. I recall a tour of Kalmbach Publishing and Globe Models, now out of business. I went to San Francisco on the Zephyr. Other than the two Nationals here, those are the only two I attended. I have attended and enjoyed several Mid-Continent Regionals after relocating here. If you have never attended one of these Conventions, I can recommend them. The model contests, clinics, and layout visits are worth the price of admission. All have the power to challenge your modeling skills. I enjoy seeing what other modelers have done and they are happy to answer questions. Who doesn't like to brag a little?

The Division election of officers will soon be here. I urge everyone to watch for their ballot in the mail and take a few minutes to vote.

Here are highlights of the Region Board meeting in Kansas City:

The Region has no Directors in these Regions: Maple Leaf, Ozark Mountain, Arkansas, Northern OK, North Central Missouri, and Southern Arkansas. If anyone is considering relocating to one of these areas and wishes to serve as Director, please contact Hank.

2019 Convention is to take place in Wichita, KS, on June 20-23, 2019, under sponsorship of the Chisholm Trail Division. The Convention Hotel is the Wichita Double Tree at the airport. Registration will open soon. That Committee is soliciting volunteers for clinics and other assistance. If interested, please contact the Convention Committee when that information appears on the Region web site. I know several Gateway Division members have presented clinics to other Regions and Divisions. So residence in that Division is not required.

Other Convention News: Indian Nations Division is considering a joint convention with the Lone Star Region in 2021. Joint Convention can be very interesting and informative.

Caboose Kibitzer report: Editor Alan Aagaard said he appreciated the Region's understanding of issues being late because of personal and family health issues. He said he would get the journal current and sent a plea to members to submit articles and photos for the Kibitzer. (Sound familiar, John?)

The Region has had its 501(c)3 status restored. Members can again make donations to the Region and receive

appropriate tax deductions. There is an annual filing requirement to maintain this status. And this 501(c)3 applies only to the Region, not individual Divisions. Division must apply independently.

A motion was passed to combine the South and North Central Missouri Divisions into a single Division. Both have only a few members, and the move makes sense. The combined Divisions have a Director.

Several members discussed display layouts they have done in their local areas and the interest generated by visitors. A discussion followed about other ways to implement this and capture interested people especially younger people, and convert this interest into memberships.

Hank Appointed a Nominating Committee to assemble a slate of candidates for election in 2019.

This concludes the summary of the Summer Region Board Meeting.

This may be my last RPO column. The next one will be due on January 1, and by then I will have been replaced.

Whether my successor chooses to continue this is not determined. It is something I thought I should do in this position, keep members informed of Region and National happenings. I have enjoyed serving as Director and I hope you have not been too bored with my quarterly ramblings. Thank you and see you at a future meeting.

Jon

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# The Schoolbug

by Jim Providenza



Back in 2004 Bill Kaufman and I went to St. Louis for the NMRA Mid-Continent Regional Convention. We had been silly enough to tell Richard and Venita Lake that the only way we would agree to come out to their neck of the woods would be if they hosted an op session on their a-building El Dorado & El Reno RR, a proto-freelanced railroad set in the 1960's in Arkansas and Missouri. This was a sort of gentle blackmail, I suppose, because Bill and I most likely couldn't have passed up the invitation in any case. But then again, we did want to get to operate on the El&El, which we both agreed had lots of potential.

We've known Rich and Venita for, hmmm, 10 years I guess, and have written a bit about the trouble we've caused them in the past. This time

followed a similar pattern in that R & V were, as usual, heavily involved in the convention; Bill and I tried not to be a nuisance while still getting a little last-minute work done on the layout for them.

## Enter "The Schoolbug"

The op session was very successful and we had a great time. Along the way Rich and I talked about the passenger local that was running from Caddo Gap to El Dorado. Nicknamed "The Schoolbug," it transported students from Caddo Gap to the consolidated school in Glenwood in the morning, picking them up in the afternoon on its return trip to Caddo Gap. We were discussing how it would eventually look when it had appropriate motive power and rolling stock. Rich envisioned some sort of foreshortened

doodlebug thingy towing a trailer coach. The Rock Island used things like that on some of their branches. Rich mentioned that he had an undecorated Bachmann Spectrum EMC Gas Electric Doodlebug that he intended to use when he could get to it. He added, a little wistfully I thought, that it was likely to be some years before this happened as there was still a lot of scenery and structure building to do on the EI&EI.

I was intrigued. I have always liked doodlebugs and I could just see something like the Santa Fe's articulated M190 running through the Arkansas countryside. Venita disappeared upstairs (I hate these Midwestern houses with basements...) and came back down shortly with several books on the Rock Island. Leafing through them we came up with several ¾ front and side photos of two EMC / EMD "combines". That is, two shorty doodlebugs that were both motive power and baggage car, but without passenger space, and clearly meant to haul a trailing coach and maybe a couple of boxcars behind them.

The two were similar but differed in details. Both appeared to be about 40 feet in length with baggage doors centered on the sides. The baggage compartments had two windows toward the rear. R.I. 9006 had a front window and door arrangement similar to the Bachmann EMC gas electric, but with a somewhat different front roof treatment. The 9012 had front and rear walkways, a different front window, door and grab iron arrangement, and a sort of extended roof cowling on both the front and rear.

By this time, I was a goner. I offered to take the doodlebug back to California with me and take a whack at a kit bash.

We agreed to keep things simple: I would draw inspiration from the 9006 and 9012 but would not try to model either of them exactly. We didn't have photos of the rear of either of the machines and agreed to use the rear of the Spectrum combine as was.

### **The Kit Bash**

This kit bash turned out to be one of the easiest locomotive projects I have done in some time. The underframe drops out from the body when you pull the sides out gently. The window inserts are glued to the sides but pop loose with a bit of prying. The roof is locked to the sides by a series of tabs – spreading the sides releases the roof.

The model has 8-wheel pickup with red wires from the motor to the right-side wheels and black wires to the left side wheels. I cut these leads and those to the passenger compartment light at the same time. A single screw holds the rear unpowered truck in place and a straightforward pull on the powered front truck is all it takes to remove it from the frame. Two screws hold the motor and its mount to the underframe. Finally, remove the interior bulkheads.

Next, cut the rear end off of the body. I cut into the rear doorframes to make sure I did not damage the rear wall. I then started to sand the edges of the wall piece to remove the bits of side door and frame remaining. At this point I discovered that the Bachmann handrails are metal! They come glued into the body and the rear corner ones protrude right into the corner angle that needs sanding. I ended up grinding the inside ends of the handrails down with a cutoff disk chucked into a Dremel Moto-tool. I was then able to true up the inside of the ends with a NWSL True Sander and several sanding sticks.

Next I cut the passenger compartment free from the front portion of the 'Bug. The 9006 and 9012 each had two windows on the sides to the rear of the baggage door – I decided to settle for one to save having to build out a pair of new ones. The Bachmann doodlebug has several vertical rivet strips, and I made vertical cuts in both sides just to the rear of the second strip from the front. I sanded the sides flush to the rivet strip with the True Sander and test fit the rear to make sure everything was square and flush.

I moved on to the roof and cut it apart at the fifth panel line back from the front. I set the rear roof piece aside for the moment and snapped the front portion back into place. With the sides stabilized I then glued the rear of the body onto the sides using Plastic Weld, making sure it lined up flush on the top and bottom as well as the sides. When the rear joint was dry I measured the amount of roof still needed, which turned out to be 3 ¾ scale feet long. I cut this rear roof piece a bit long and finished it to size with the True Sander. I slightly beveled the top edges of the joint to make it similar to the other roof panel lines. I glued this part of the roof in place with Tenex 7R – this made an almost instant joint as I held the roof in place.

It was time to turn to the frame. I slipped the front of the foreshortened body onto the front of the frame, letting the rear rest on top of the frame. I then scribed a line on the frame to the outside of the rear of the body. This gave me a mark for an initial rough cut. I used the cut off disk in my Moto-tool to grind through the frame. With the excess frame gone I repositioned the body and scribed a new set of lines to the shape of the exterior of the rear wall minus the thickness of this wall. I cut and filed the rear of the frame to shape, using first the cutoff disk and

then a mill bastard file. I worked slowly and test fit the body often in order to get a tight fit.

Next, I measured for the new location for the hole for the kingpin of the rear truck. Based on the prototype photos I decided to space the rear truck the same distance from the end as the front truck. This turned out to be 6 feet from the end. I made a pilot hole and enlarged it out to 3/16"; a little reaming with a round file and I had a good fit for the kingpin. I built up the bolster plate on the underframe from Evergreen scale 4"x6", mimicking the plate on the discarded portion of the underframe. I drilled two 1/16" diameter holes in the frame to the rear of the kingpin hole and outside of the center sill. These are for the power leads from the truck – note their orientation is reversed (that is, to the rear of the bolster) from the original. I did not want the leads interfere with the motor. I set the rear truck in place and added a retainer cut from .030x1/4" styrene. The retainer sat on top of the channel cast into the center of the underframe.

I reinstalled the front truck and set the motor back in place on the frame. I quickly found I would have done better to drill the kingpin hole closer to the rear... Things looked fine until I screwed the motor into place. The kingpin screw interfered with the flywheel, which is mounted on the rear motor shaft. I spent some time cutting down the kingpin and trimming the retainer in order to have everything sit low enough on the underframe to clear the flywheel. As mentioned the retainer was styrene rectangle cut to fit over the center channel. Now I trimmed the retainer to fit between the channel and converted it to an oval to allow the truck to swivel properly. I added two pieces of styrene 4x4 on either side of the kingpin hole between the channel for the retainer to rest on. A little touch up



filing on the styrene and a bit of grinding on the screw head for insurance and we were back in business. Not pretty, but it worked.

With the trucks and body back on the frame it was time to install a new rear coupler. The original doodlebug had an ingenious lever system to allow the rear coupler to swivel in conjunction with the rear truck. This went in the "Ei&Ei spare parts box" to be returned to Richard and Venita. It would not be needed on such a short car and I intended to build up the new coupler mounting to lock the body to the frame.

My son Mike was once again sitting next to me working on some truly ugly tank main gun modification for one of his Warhammer 40K models. I realized that he had never actually used a tap before and asked if he would like to give it a try. He agreed. I assembled a Kadee number 5 couple in its coupler box and placed it temporarily against the underframe with the body in place. I noted that the coupler's working face extended just past the car's diaphragm when the top flange on the coupler box was butted up against the body. Good! I scribed the location of the center of the hole and set the coupler box aside.

We used a small numbered drill in a pin vise to drill a clear pilot hole through the underframe. We then drilled the hole out to the correct size to tap for a 2-56 screw using a #50 drill. We swapped out the drill for a 2-56 tap and I gently started the first two turns of the tap. I backed it out and turned it over to Mike. I explained that the key to using a tap was to work slowly and feel what was happening with the tap and respond correctly. I had Mike turn the tap 1/8<sup>th</sup> turn or so until he felt resistance. Then I had him back the tap out slightly until he felt the tap "break free". I then had him repeat the

process several times before having him back the tap all the way out to clear metal chips off the tap and out the hole. As Mike continued to tap the hole I told him about why he would use cutting oil or hand soap to make the work easier for the tap. I also warned him of how the tap could get stuck if he tried to cut too much of a thread before backing the tap out or if he bottomed the tap out in a blind hole. When we were done I asked Mike to assemble the coupler box onto the underframe. The brass screw went in just as it should – I don't know who was more proud!

With the coupler box in place I glued two pieces of Evergreen Scale Models 4x10 styrene strip to the bottom edge of the rear of the shell, one on either side of the coupler box, with the wide portion of the strip extending back under the underframe. The pieces are 15 scale inches long and end at the point where the rear wall angles toward the sides. These pieces provide a lip that, with the coupler box in place, effectively locks the rear of the body shell in place on the underframe.

### **Underbody details... and paint**

It was now time to add the underbody details. I had removed the various tanks, boxes and fittings from the underframe before cutting it apart. The parts had been glued into mounting holes on the underframe and I had used a modeler's saw to cut them free. I now dressed the cut mountings and used superglue to reattach the main (battery?) box in its new location partly under the engineer's side baggage door. The large air tank went under the fireman's baggage door – it was too large to roof mount.

At this point I decided to paint the model. Looking at the details to add I decided the body and roof would be easier to paint without the various

details. I consulted with Richa and Venita and painted the body to their specifications. I first masked off everything except the front, which I airbrushed Model Flex #16-200 Rock Island Red. After the front had dried I masked it off and painted the rest of the body Model Flex #16-17 Pullman Green. I masked to create the dividing line between the red front and green rear at approximately the pivot point of the front truck based on photos of RI 9006 and 9012. The roof got a coat of PollyScale Stainless Steel, as I did not have any Aluminum on hand. The difference is minimal and disappears with weathering. When the paint had dried for several days I coated the 'Bug with Testor's Glosscote to give a smooth and glossy surface for decaling.

#### **Decoder installation and lighting**

While the paint was drying on the shell I installed the decoder. The doodlebug comes set up with an NMRA 8 pin plug for plug and play decoders. Richard and Venita sent an NCE decoder without a plug. That was okay as I often replace circuit boards and lighting systems when I install decoders. I find it is sometimes easier and quicker to work to a known protocol for wiring and lighting than to sort out variables inherent in individual manufacturers' practices. I clipped off the wires and removed the factory circuit board. I then soldered the wires from the pickups for the left-hand wheels to the black lead from the decoder, the right hand wires to the red decoder lead, the orange lead to the right hand motor contact and the gray wire to the left hand motor contact. I soldered my "standard" Miniaturics Corp. #18-014-10 14-volt, 30mA, 2.4mm diameter light to the white and blue decoder leads, leaving enough wire to let me take the shell off the frame while leaving the bulb in the brass tube I attached to the

end of the cut down light tube for the headlight. I used heat shrink tubing to insulate all the soldered connections.

When I was finished I took the chassis out to the layout and tested it on the programming track. It responded properly, which confirmed I had wired it correctly. Testing on the layout showed that I needed to file down the rear truck screw a bit more to clear the flywheel, which I did.

#### **More details, painting and weathering**

I was now ready to finish the detailing. I contemplated adding a second set of radiators to the rear of the roof to more closely approximate the R.I. 9006, but decided to keep it simple and not. I did add a pair of rooftop air tanks at the rear of the motor, off-set slightly to the right of the centerline. I cut about two feet out of the center of one set of Details West AT-146 tanks, drilled mounting holes in the roof, glued them in place and added some of the piping that came with the tanks. I love the crisp detail of the Utah Pacific #CS-74 caboose smoke jack but decided it was too tall for this application. I cut the stack away from the base and removed the bottom half of the stack. I then soldered the top half back on the base installed it just to the rear of the left side baggage door on. I added a new horn from the scrap box

I added grab irons and steps to match the prototype photos and then installed the front cowcatcher. I left the dummy front couple in place – we don't envision a working coupler being needed in the normal course of the Sschoolbug's work. If that changes the coupler can be replaced. When everything was in place I brush painted all the added details.

When the paint was dry on the shell I turned to the custom EI & EI decal sheet that Richard had sent along with

the decoder. I followed the layout of the lettering on the prototypes, which had the railroad name on the letter board split to either side of the baggage door, the road numbers on the lower rear side panels and the road number in black on the number board above the front windows. As is my custom I first settled the decals in place using Microscale Industries Microset and then used Walther's stronger Solvaset several times to really snuggle them onto the car. I finished off the sides and front with another coat of Glosscote to seal the decals.

The Rock's doodlebugs were pretty heavily weathered in the photos Richard, Venita and I looked at; lots of rust and soot on the roofs and dirt and grime on the sides. I made short work of this on the model with Bragdon Enterprises Weathering Powders. I used dark and medium rust and black powders on the roof and umber and tan colors on the sides. I deliberately weathered the 'Bug a little less heavily than the Rock Island 9006 or 9012 – it will be easier for Richard and Venita to

add more if they want than it would be to clean it off – Bradgon's weathering powders adhere pretty well!

### **Do what I say...**

I assembled a short train for some final photos of the Schoolbug making a station stop at Doughtertys on the Santa Cruz Northern. My thought was that it would look something like that on the EI & EI during an op session sometime soon. At this point I realized that the body really wasn't staying on the frame like I thought it should – and discovered that I should have glued the lower (invisible) portion of the window insert back in place – it has the notch for the frame to snap into. This part was already packed into the EI & EI scrap box... Ah, well, Richard really should do something in this project!

As I packaged up the 'Bug to send off to St. Louis I realized that the 'Bug really had looked like it belonged on the SCN. I have this funny feeling I'm going to be referring by to my own instructions sometime in the not too distant future!

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## **Doodlebugs, Grandpa, & Me**

*by Richard Lake*

I have always had a special fondness for Doodlebugs. They are linked to some of the happiest memories of growing up because of my Grandpa. He lived in Versailles, Missouri, which was served by the Rock Island Railroad. Trains 23 and 24 were the daily passenger service between Kansas City and Eldon, Missouri. These trains were not the grand streamlined Rockets. They were Doodlebugs. I probably had my first ride on one of these Doodlebugs when I was only a few months old, but I don't remember those early trips. (I was very

young at the time.) Since Dad worked for the Rock Island, we always traveled by train and Mom would get on the Doodlebug in KC and take me to see my grandparents.

Every summer starting when I was four years old, I got to spend a couple of weeks with Grandpa in Versailles. He taught me how to make a slingshot and shoot it. He LET me help him clean the movie theatre every morning and I got to keep any loose change I found. And always the trips to Versailles started with a trip on the Doodlebug. My first solo trip took place when I couldn't

have been more than five. Dad took to me to Union Station and introduced me to the conductor. He was told where I was going, who was to meet me and to keep me on the train until we got there. I do remember those trips well. One of the highlights was the thrill of walking down the aisle to the water cooler, pulling the paper cup from the dispenser and getting a drink. I was probably responsible for the decimation of a small forest as I used up many paper cups each time. The Doodlebug stopped in every small town between KC and Versailles. It dropped off and picked up mail, packages, and people. It was the UPS truck of its time. I remember them unloading cardboard cartons of baby chicks, tomato plants, onion sets, and seed potatoes among other things. I am sure that to grownups the trip seemed long and slow (119 miles with 18 scheduled stops plus several flag stops in 3 hours and 20 minutes), but to a kid on his way to spend time with Grandpa, there were so many things to see at each stop that the time seemed to fly past. When Bachmann released a doodlebug a few years ago I had to have two of them. One was in the Rock Island livery since this was a part of those childhood memories. The other was undecorated, and the plan was that it would eventually receive some modifications and serve the El Dorado and El Reno Railroad, a freelanced railroad my wife and I are building. The undecorated

version was one of those “get around to it” projects until June of 2004 when Jim Providenza was in St. Louis doing clinics for the Mid Continent NMRA Regional Convention and operation on the El & El. One of the trains on the El & El’s schedule is called the Schoolbug. It runs from Caddo Gap, Arkansas, to Glenwood, Arkansas, every morning to take kids to the consolidated school in Glenwood. It continues on to El Dorado and then makes an afternoon return to pick the kids up and take them home to Caddo Gap. Jim was looking through some books I have showing Rock Island motive power and saw a bug very much like the one in this article. He thought it would be the perfect motive power to haul a coach and a boxcar or two as the El & El Schoolbug. I mentioned that I just happened to have an undecorated version on hand and he decided to take it back to California and turn it into the model you see in this article.

And so, fourteen years later, Jim’s article has finally appeared in the September 2018 issue of *Model Railroad Craftsman*. It appears without this “sidebar” piece, but with a well-deserved Dremel Kit Bashing Award.

One of the great rewards in this hobby has been the friendships I have made. This Doodlebug is special because it represents both my childhood and a very good railroading friend.

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## **Developing an Operations-Focused Model Railroad: How We Did It**

*by Venita & Richard Lake  
photos by Venita Lake*

A very long time ago, Venita asked Rick, “What do you do when you have finished building your layout?” While

there are lots of possible answers to that question, a better question would have been, “When do we start planning

and implementing operations on our model railroad?” Even if you only want to build a small oval or a static diorama, your project will be greatly improved if you consider how it would work as a functioning railroad business.

**So Rule #1: Start planning operations now.** Wherever you are right now, whether you are just beginning to think about having a layout, looking at track plans and other actual model railroads, evaluating where you will/could/might build one and what you can/might/wish you can afford, or inheriting an already-built empire, it is time to start (or evaluate what you have been doing) right now.

Even if a train runs in a circle around the Christmas tree, at some point someone with imagination will want to stop the train to pick up or drop off passengers or freight. Add a bridge, a station, a factory, or stockyard. Decide if you like steam or diesel or both, whether you want black or blue or red and yellow engines. Is there some part of the country or world you want to model or would “anywhere” work for you?

The following is how we developed our operations through several phases of building our railroad—not just a layout, but a real business based on how it would operate efficiently, realistically, and with one or many individuals working together. We hope some of our experiences will give you some useful ideas, even if you do not want to follow every step or stage that we have taken along the way.

We had already started a layout, moved twice, then started another, and tore it out. Rick has a long history of railroaders in his family, grandfather and grandmother, and his dad had worked for the Rock Island, so they were transferred from Kansas to Iowa,

Illinois, Arkansas, Texas, Oklahoma, Missouri, and back to Illinois. Rick had worked as a switchman and fireman in the Armourdale yard in Kansas City summers and on-call while in college. The CRI&P was a given. Returning from a regional convention in Iowa, we pinned down Arkansas and Oklahoma, which he remembered best and decided to become the El Dorado and El Reno Railroad (Arkansas and Oklahoma) but with interaction with the Rock Island in both of those towns as well as others. With both of us involved the “L & L” seemed appropriate. Several scouting trips and conventions (Mid-Continent and Rock Island Technical Society) along with Richard Schumacher resulted in a workable map that could be developed into an ambitious model railroad in our basement. (It’s still a work in progress.) Rick and Richard were quite excited to discover Rich Mountain in western Arkansas near Mena, now on our railroad.

So we already had stuff, some built, some not, most appropriate to what we wanted to do. And we kept buying more stuff. And we were learning more about computers and how others were operating.



**Rule #2:** *Organize what you have and what you should or should not purchase as soon as possible.* We liked the car cards with pockets and waybills that many modelers were using. So, not in any required order, but one of our early projects was to make cards for every completed piece of equipment. Micromark.com became a favorite source (#82916 starter pack). These professionally made cards have spaces for road name, car number, type of car, and description with a pocket to hold waybills and other types of cards. For cars where we knew other information, we added notes on the back: kit maker, cost, other identifying marks or with permanent loads. It is important to print information carefully or draft someone to do it if your writing is illegible! Make a card as each new car is tuned—properly weighted, checked for coupler height, etc. Although it is not necessary, but nice, we developed a computer inventory with separate files for engines, cars, structures, details, tools. So maybe we went overboard, but we learned a lot about computer programs and what we had and what we didn't need more of, important to have at train shows.

**Rule #3:** *Consider physical layout to enhance operations by multiple operators.* Our home was built in 1913. It has a comparatively low ceiling with large overhead pipes for its hot water radiator system. The floor has its ups and downs to accommodate two floor drains, now hidden by carpet. Support beams and vertical supports are absolutely necessary to support three floors of brick construction. To design double-deck benchwork limited in depth for 5-foot tall Venita and include lots of operation possibilities, the aisles were limited to a width of 28 or 30 inches except for two spots at only 21 inches wide. Step stools are

strategically placed. Car card or bill boxes on the front fascia proved useful. (Micromark 82914) Long bolts with wing nuts placed above the middle dividers of the box allow us to easily relocate them if needed. Cab holsters (84074) on the fascia free up hands. We chose to supply our own hand-held radios. Our choice of an NCE operating system went against the most popular local choice at the time, so we have purchased a sufficient number of handsets for operators. The method of using macros to throw switches, even along a series of turnouts, is simple to learn. And, a set of diagrams on the fascia at strategic points illustrates which macro to choose. Other fascia arrows indicate North–South or South–North directions. Yes, we go against the usual east–west because that's the geography for our part of the country. And each direction is true at some point on the system. Other linear signs list the stations in order with a “you are here” arrow. Printed signs are attached to the fascia with double-faced tape. Shop aprons from Home Depot, lanyards, small 6 X 9-inch clipboards, coupler picks, and pencils are available to operators. This avoids operators placing materials on the layout itself or requiring three or more hands.



**Rule #4:** *Be flexible about the need to make changes or try something*

*different.* We learned a lot from visiting and operating on different railroads, observing both good and bad. We kept copies of forms and operating instructions from other model railroads, collected railroad timetables, and studied maps.

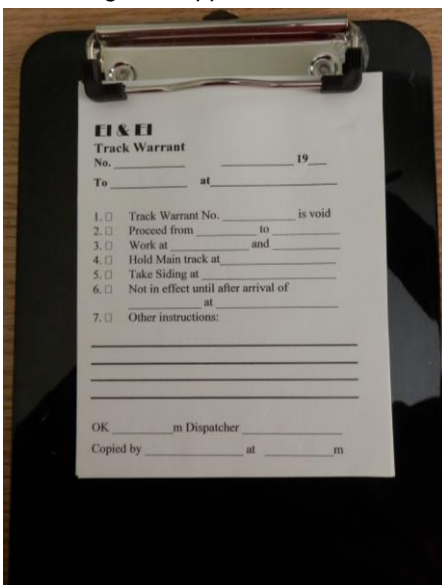
*Waybills:* We started with a bare minimum of printed materials. To begin, rather than use the purchased four-sequence waybill cards which have spaces for *To + Rcvr*, *From + Shpr*, and *Contents* for each move, we quickly printed destination sheets on



different colors of paper for each town. A Word document set with ½ inch margins leaves room to *Insert a table* with four two-inch columns across, the same size as the printed waybills. Add three 4-inch or four 3 ½-inch rows stretched to the bottom margin and use *Table Tools + Layout* to distribute the squares equally. (Mark “borders and shading” for “all” to make cut lines. You may want to save the blank form at this point. We eventually used this page layout for other things. Then enter “TO” plus the town or city name in the first square, do a copy-and-paste in the remaining squares and print several copies. Choose different colors of paper and then do a find-and-replace for each other town or destination. If you aren’t lucky enough to have lots of old colored flyers from schools or your neighborhood organizations as we did,

print the names in different colors or borders. Cut the squares apart using an inexpensive paper cutter from the craft store, a metal ruler and razor blade or Exacto knife not used for modeling, or scissors (though they take more time.) You now have a deck of destinations.

Now for the fun. The oil train obviously stops at the refinery in Smackover, so in our case that tank car gets a light pink “Smackover” slip. From there it will go north to Howe yard (green) and points beyond off the layout. But one tank car gets dropped at Camden and



another, some other time, at Glenwood, both before they go to Howe. Put green Howe cards in pockets of three tank cars. Put yellow in one for Camden and a green one behind it for Howe. Put an orange one for Glenwood and a green Howe card behind. Or send that Glenwood car back south to the refinery again. As each car is spotted at it assigned location and the temporary card is moved from front to the back of the deck in the car pocket, a logical pattern evolves. This is an easy one.

Other mixed trains are more interesting and may require writing in the appropriate industry on the paper waybill. And eventually we began to fill in those purchased 4-way waybill cards.

Another variation that could drive you nuts was that we used the same basic grid to develop 4-position waybills. This involved learning how to put cardstock through the printer four times, because we never figured out how to print positions 2 and 4 upside-down from 1 and 3. And we soon gave up on printing different patterns on the same page. We did, however, print some full pages of frequently used patterns for blocks of cars.

Often an operations session is done with only a deck of card-carrying pockets and each operator runs his or her train checking the deck to see what cars are to be dropped at each location and checking the cards in a bill “pull” box for any cars that are headed in the assigned direction. The cards are left for drops or picked up to go along with the corresponding car.

Because we also were headed to putting together a set of cards for a specific train, we used the basic form described above for **engine cards**. The standard engine pocket identifies engine number, road, type, and DCC address, for example, No. 400, Rock Island, diesel, address 400. We added a shorter card giving the train number such as RI 895; name, Rock Island Freight (southbound, an odd number); and an even shorter card, its current location and the macro number to leave the yard, HOWE, track 1, Macro 181. For this regular train, another set of cards remains behind it: RI 892, Rock Island Freight (northbound, an even number), at Ruston, track 5, Macro 155. These were printed on card stock rather than paper.

*Track Warrants:* Because we have a dark railroad, no signals, we wanted to have a dispatcher issuing track warrants, a “permission slip” giving the engineer/conductor rights to move from one point on the railroad to another. These orders would be delivered via hand-held radios which can be heard by everyone operating, provided they are listening. The engineer must report in to the dispatcher at the destination and often at interim points along the route. The dispatcher must determine which train has priority over the main track according to certain rules but is not concerned about movement when it is in a yard or siding. Each warrant is recited by the dispatcher, spelling out names and numbers, as the engineer checks off or writes orders on a warrant form and then reads it back. This is a critical safety issue.

The dispatcher maintains a sheet of the stations or other important locations on the system and marks each train’s progression. This is why the engineer checks in periodically or OS’s, meaning either On Site or On Sheet. And so, several other forms were created. We made a simple paper grid version of the sheet with place names or stations listed down the left side and train numbers heading columns across the

The dispatcher maintains a sheet of the stations or other important locations on the system and marks each train’s progression. This is why the engineer checks in periodically or OS’s, meaning either On Site or On Sheet. And so, several other forms were created. We made a simple paper grid version of the sheet with place names or stations listed down the left side and train numbers heading columns across the top. The dispatcher marks the departure point and the destination in the appropriate squares and as the engineer reports arrival and departure at interim points, the dispatcher marks



the sheet clear, allowing other trains to enter that section of track. We now have an alternative, a magnetic board and labeled magnets to record each train's location. Office Depot is another favorite! *The Switchlist:* As things progressed and to make car card juggling less of a problem, we began to write up switchlists. These are prototypical and take relatively little time to write up. We usually write them



ahead of time. Some modelers prepare their own list if they are only given the cards on other layouts. Our lists are half-sheets, 8 ½ X 5 ½ in. Column labels are *initials*, *car no.*, *T* (for type of car), *pull*, *spot*, and *consignee*. At the top, we have added train number and engine number and address, spaces for the beginning and final location and time, date, and conductor/engineer. They are attached to a small clipboard along with several

track warrant forms and a set of NCE cab instructions.

In our latest phase of developing operations on the EI and EI, we stopped giving the operators the deck of car cards! They receive only the switchlist. Instead, the dispatcher or a clerk maintains the decks in separate card boxes on the desk. We do not reset the trains between sessions except for trains that must be reversed in the Howe yard on the upper level so that they are headed southbound. (Space limitations necessitates backing out a train and bringing it into the opposite end of the Howe yard.) Basically, cards are moved into the new card box location either during the session—or afterward if needed. After each session we do check that everything got to the right place—no oil tank cars allowed in the stockyard!

**Rule 5:** Reevaluate your system of operating periodically. Get feedback from your operators and visitors. Visit other layouts and operate on them whenever possible. Learn from others and keep working on your own railroad.



# 2018 St. Louis RPM Meet

by David Lowell photos by author



Having fun is hard work! Let me explain why. Between July 10 and August 14 of 2018 I had to endure the perilous peril of numerous model railroad events that included: Five local operating sessions, presenting a hands-on clinic on decal application at our Division's monthly meeting, an operations weekend planning meeting for next March's Arch Rails event to be held here in St. Louis, the 2018 ST. LOUIS



7:30 AM. At both ends of the 23,000 square foot hall vendors work to set up their tables. The 80 white covered tables in the center of the room are for model display

RAILROAD PROTOTYPE MODELER'S (RPM) MEET and the culminating event which was the NMRA National Convention in Kansas City that included an operating session as well. Woe is me. **NOT!** The National Convention will be covered in depth by others so I thought I would provide a recap of the St. Louis RPM meet.

This year was the twelfth annual **ST. LOUIS RAILROAD PROTOTYPE MODELER'S (RPM) MEET** and it was the third one in which I have participated. Based on some statistics presented farther down in this text, the organizers feel safe in stating that the St. Louis RPM is currently the largest RPM event in the Country. It was held at the Gateway Center in Collinsville, IL (Metro St. Louis area), on June 19 & 20, 2018. It was simply amazing. For two whole days it was a cornucopia of all the things that railroad

modeling has to offer at the highest level. High quality vendors were there with great deals on specialized

products. Scores of skilled modelers displayed their creations and discussed the techniques and tips of how they accomplished them. Hats are off to John Golden, Lonnie Bathurst, Dan Kohlberg and Dave Roeder for, once again, putting together this tremendous event just for the fun of it. The event was co-sponsored, yet again, by the Gateway Division of the Mid Continent Region of the Nation Model Railroad Association. You can

find more information on-line about the event at:

<http://icg.home.mindspring.com/rpm/stl-rpm.htm>.

The information for this year's event is still posted as well as pictures of all the incredible models, attendees and vendors from previous years. I urge you to check back periodically to see this year's photos when they are posted. You will not be disappointed.

Activities began on Thursday evening at the Bandanas BBQ near the



By 10:15 the crowd is flowing in and the tables are beginning to quickly fill up with a wide assortment of models

Gateway Center where many of the out of town participants and local attendees assembled for an informal dinner as well as some model builder fellowship. This was followed by a nightcap at the Doubletree Hilton, adjacent to the Gateway Center. The event picked up steam (pronounced-St. Louis humidity) at 6AM Friday morning with the vendors queued up at the Gateway Center's back overhead door like a group of Black Friday shoppers at a door buster sale.



Don Morice of St. Louis provided a sampling of IC steam power as well as a few other treats.

While the vendors and exhibitors were busily setting up their areas, a handful of volunteers assisted in preparing the



An example of an incredible scratch-built model on display by Steve Hurt of Columbus OH.

model display tables to receive the incredible diversity and quantity of power, freight cars, passenger cars, MOW equipment, structures, dioramas and various other models. At the same time another small band of volunteers prepared the registration area. The vendors all worked swiftly to get their displays and merchandise sorted prior to the doors officially opening for general admission at 9AM.

The event is "All about the models" as Dave Roeder likes to say, that seemed appropriate since the model count hit the 3,700 mark this year with each one being more inspiring than the last. In addition, there were 21 clinics spread across Friday and Saturday in two presentation rooms. Three local model railroads were open

for tours on Friday night. There were four different hands-on learning stations, 16 historical societies and over 50 vendors. Each year the event has grown in both physical space and the number of participants. This year the event space occupied 23,000 square feet and had 662 paid admissions.

Friday's clinics included the following. Modeling the C&NW's Alco Line presented by Dennis Eggert. Monon RR grain handling presented by Mont

Switzer. The rocky SOO transfer presented by Bob Rivard and Frank Jourdan. 3-D printing presented by Jack Burgess.

UTLX tank cars presented by Steve Hile. Modeling the Boston & Main Cheshire Branch presented by Jim DuFour. Track laying presented by Jeff Otto. Kitbashing a 6-3 sleeper presented by John Greene. Grain elevator operations, grain **drying and modeling** the Zimmerman grain dryer presented by Rein Vanderhill and Lonnie Bathurst. Kitbashing a L&M Gondola presented by Ted Culotta.

Bulk grain handling by rail presented by Dan Holbrook.



Enthusiasts engaged in observation and discussion of details and techniques.

On Friday evening three model railroads were available for self-guided



John Schindler stands in front of his Granit City Steel Works which occupies one side of an entire peninsula about 25 feet long on his St. Louis Junction Railroad.

tours. Having had the pleasure of operating on all three of these layouts multiple times I can attest first hand that visitors were treated to three great railroads; each having its own special features to offer. The railroads open for viewing were; John Schindler's St. Louis Junction RR, Bob Brady's SLSF River Division and Mike Wise's Sugar Creek Valley Railroad. Apparently interest was quite keen, over 70 visitors

signed in at each location. Don't miss your opportunity to see these great model railroads in person at the 2020 NMRA National Convention in St. Louis.

John Schindler's HO scale St. Louis

Junction Railroad fills his entire basement and focuses on the late 1990s in the St. Louis Metro area. Its operation features locals switch jobs, yard transfers, industrial switching at North Broadway industrial district, Tower Grove district and Granit City Steel just to name just a few. It also highlights work at Madison, Luther and 12<sup>th</sup> Street Yards. The railroad handles both interchange and bridge traffic between the major railroads on

both sides of the Mississippi River. The MacArthur Bridge is cleverly represented in absentia as the track passes behind the stairs into the basement.

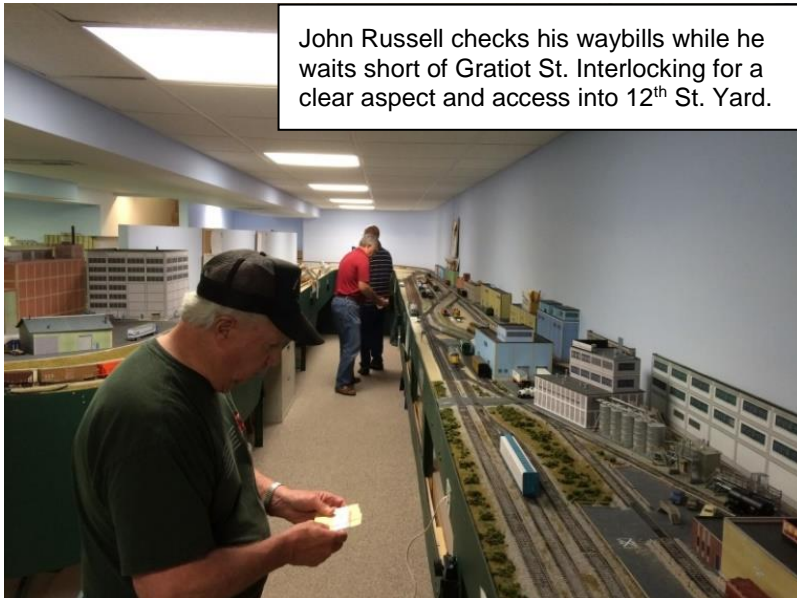
The entire railroad is governed by CTC signals which were operating in automatic mode during the tours, thus allowing the trains to circle continuously. Seven different railroads are represented: BNSF, UP, NS CR, CSX, TRRA (Terminal Railroad Association) and the St. Louis Junction RR (local switching railroad).

Infrastructure on the St. Louis Junction

operation with 5-channel radios, car cards, waybills and switch lists. This expansive operation soaks up a dozen



Bob Brady, at the entry way to his model railroad room, listens intently to one of the 70 plus visitors he hosted.



John Russell checks his waybills while he waits short of Gratiot St. Interlocking for a clear aspect and access into 12<sup>th</sup> St. Yard.

operators each session in the intricate operations and wide isles. The model railroad is now 90% scened and has many large industrial structures. Super detailing and final adjustment to the signals are ongoing. For some older pictures

Railroad includes Digitrax DCC; DTC

please visit:

<http://www.gatewaynmra.org/2009/john-schindler-ho-scale-st-louis-division-railroad/>

Bob Brady's HO scale St. Louis-San Francisco Railway is a representation of the Frisco lines in eastern Missouri in the late 1940's to early 1950's and is built and operated to facilitate switching. It encompasses the St. Louis Subdivision (St. Louis to Chaffee MO) and the Chaffee Subdivision (Chaffee MO to Memphis TN) of the Frisco's River Division including interchanges with the C&EI, MI and the MP. The mainline is approximately 265 feet of double deck benchwork (being expanded to triple deck) point to

represent phones at the stations along the route. Bob utilizes switch lists he meticulously prepares for each session, waybills and on fascia waybill boxes for setout, pulls and off spots.

Mike Wise used his encyclopedic knowledge of railroads, race cars and WWII aircraft to converse concurrently about all three with a group of visitors.



Bob Brady's Brady Sand and Gravel.

point operation on a gradual climb (no helix) from 40" to 68" AFF with staging at each end to represent St. Louis and Memphis. It is all neatly and efficiently fitted into a 15'x 30' room.

Operating sessions are powered by Digitrax utilizing TT&TO on a 3 to 1 fast clock. Session typically keep 6 operators busily employed. Radios

The model railroad is about 65% scened with many highly detailed structures and first quality rolling stock, including Brady Sand & Gravel cement box cars. Most of the well-tuned motive power is sound equipped.

Mike Wise's Sugar Creek Valley Railroad is a completely scened HO scale model railroad with a walk-in loop to loop single track main line set up for point to point operations with switching districts. This freelance layout is set in St. Louis in 1966. Key features include a 78-foot mainline run with

highly detailed city and industrial areas filled with cars, trucks and people. No depiction of a St. Louis based railroad would be complete without a large Anheuser Busch Brewery and the ubiquitous brick yard (this one tucked in behind the brewery). Control of the railroad is provided by MRC & GML remote walk

around throttles and cab controls. Mike hosts monthly operating sessions on this smooth running and reliable pike using train order/switch lists handwritten on GM&O forms. For additional pictures visit to:

<http://www.gatewaynmra.org/2013/details-mike-wise-sugar-creek-valley-model-railroad/>

Saturday's Clinics included the following: Modeling AAR and ARA standard steel box cars presented by Bill Welch. Modeling oil jobbers of the 1950s presented by Ron Christiansen. Modeling Springfield Illinois' Pillsbury Mill and the C&IM connection presented by Ryan Crawford and Lonnie Bathurst. The phaseological study of the EMD GP 35 presented by Brain Banna. MoPac 40-foot boxcars presented by Brian Flynn. Grain fleet covered hoppers composition: Milwaukee, CNW, ICG 1970s-81 presented by Tim VanMersbergen. Yosemite Valley Railroad presented by Jack Burgess. Modeling the Rutland

Railroad presented by Randy Laframboise. And last but not least "Muscle Postal" presented by Andy Harmon.

The Learning Stations gave modelers a chance for some hands-on experiences on both days. They included each of these. Track laying with Jeff Otto of Oak Hill Model Railroad Supply. Demonstrating weathering techniques with The Weathering Shop crew. Hands on weathering clinics with Dave Schroedle. And lastly, Working with the latest air brushes and paint products by John Lee and Dan Osborn from Badger Airbrush.

As the event wrapped up on Saturday afternoon the awarding door prizes was the finale. There was a huge amount of great items that had been donated by the vendors and supporters of the event and it took a Herculean effort to give it all away. In all it took about 45 minutes to give away all the books, locomotives, cars, building kits, detail parts and the host of other items that were piled high.

The flagship St. Louis Anheuser-Busch Brewery is a prominent feature on Mike Wise's RR.



If you attended the event you understand that the short review provided here does not cover the myriad activities, conversations, products and most importantly participant models available for viewing. The level of imagination and excellence of models displayed was truly awe inspiring. If you did not attend, I cannot recommend strongly enough that you mark your calendar for next



year's event; July 26 & 27 2019, I know I have. Hope to see you there. Until then, happy rails.

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## Division Minutes

*by Gregor Moe*

### Meeting Minutes for

#### July 16, 2018

Superintendent: Jim Ables, Superintendent

Assistant Superintendent: Don Ayres

Paymaster: Richard Velten

Clerk: Gregor Moe

MCoR Director: Jon Marx

Activity Coordinator: Ron Gawedzinski

Publicity Chairman: Don Ayres

Membership Chairman: Bill Linson

AP Chairman: John Carty

Contest Chairman: Tim Stout

#### **CLINIC:**

David Lowell presented a clinic on his methods for applying decals. It consisted of a brief instructional presentation followed by a hands on demonstration. David reviewed the steps required to provide a properly prepared surface, tips and techniques for the application of decals as well as the tools and supplies required. The Gateway Division provided unpainted box car shells for a canvas and decals for the hands on work shop.

#### **BUSINESS MEETING:**

Superintendent Jim Ables called the meeting to order. There were 30 members present and three visitors: Randall Colton, Bill Davis, and Tess Mason.

#### **Minutes of Previous Month's Meeting**

Minutes from the June meeting were available for review prior to the meeting start. Minutes were approved.

#### **Treasurer's Report**

Rich Velten's paymasters report was attached to the minutes and read by Jim Ables. The opening balance was \$19,435.0 during the month we had receipts of \$81.57 and expenses of \$31.25. The closing balance was \$19,485.35. The report was approved.

#### **Merchandise Report**

Rich Velten stated that there are wheel sets and gauges available.

#### **RPO Report**

Cut off for the fall issue is one Oct. Articles are needed for the RPO.

#### **Directors Report**

Jon Marx reported he had sent the membership report to the officers.

#### **Achievement Program (AP) Report**

No report.

#### **Publicity Chair Report**

Don said the next train shows will be the RPM Meet and the train show in Belleville July 28-29. Don Would like a few more volunteers to work the Belleville show.

#### **Outside Activities Report**

Ron reported he has made arrangements to tour the Continental Fabrication plant Sept 15 2018 .

#### **Old Business**

The 2020 convention is still tabled. The ticket sales will go online after the Kansas City meet is over.

Model railroading 101 is still tabled. They are working on options.

The rebuilding the display layout is tabled.

Jim Ables solicited for a Volunteer for finishing Phil Bonzon's layout. No one came forward so it was decided to decline Phil's donation of the unfinished layout.

#### **New Business**

The idea of getting ball caps with our logo on them was brought up. Rich Velten said he would look into prices.

Bill Linson was railroaded into handling arrangements for the holiday party.

#### **Announcements**

Grant line has been bought and will be moving to Denver.

#### **Upcoming clinic**

Tom Ose will present a follow up on his clinic on arduinos.

#### **Drawings**

50/50 winner: Bob Miller

Gift Card winner: Ron Gawedzinski

Gregor Moe won the foam cradle from Bear Creek Model Railroad

Meeting adjourned.

Respectfully Submitted,

Gregor Moe,

Clerk, Gateway Division

### Meeting Minutes for

#### August 20, 2018

Superintendent: Jim Ables, Superintendent

Assistant Superintendent: Don Ayres

Paymaster: Richard Velten

Clerk: Gregor Moe

MCoR Director: Jon Marx

Activity Coordinator: Ron Gawedzinski

Publicity Chairman: Don Ayres

Membership Chairman: Bill Linson

AP Chairman: John Carty

Contest Chairman: Tim Stout

**CLINIC:**

Tom Ose presented a follow up clinic on Arduinos.

**BUSINESS MEETING:**

Superintendent Jim Ables called the meeting to order. There were 18 members present and two visitors: Randall Colton and Tom Janier.

**Minutes of Previous Month's Meeting**

Minutes from the July meeting were available for review prior to the meeting start. Minutes were approved.

**Treasurer's Report**

Rich Velten's paymasters report was attached to the minutes and read by Jim Ables. The opening balance was \$19,485.35 during the month we had receipts of \$111.83 and expenses of \$74.00. The closing balance was \$19,523.28. The report was approved.

**Merchandise Report**

Rich Velten stated that there is one 33" wheel set and some 36" Wheel sets available and some gauges available. The Hank Kraichely contacted Inter Mountain about getting more wheel sets.

**RPO Report**

Cut off for the fall issue is one Oct.

**Directors Report**

Jon Marx reported he had sent the membership report to the officers.

**Achievement Program (AP) Report**

No report.

**Publicity Chair Report**

Don said the next train shows will be the Boeing show Sept 8. Mark twain is having their customer appreciation days Sept 7-9. Group decided to have a table a Mark twain. We need volunteers to man the table at Mark twain.

**Outside Activities Report**

Ron reported the tour of the Continental Fabrication plant Sept 15 2018 has a waiting list.

**Old Business**

Jim Ables informed member's registration for the 2020 NMRA convention in St. Louis is now open. Early registration price is \$125 thru Aug 31. After that registration goes up to \$135 thru Dec 31 then \$150 after that. The Convention is July 12-18 2020.

Model railroading 101 team is working on

having an event at Mark Twain hobbies in January 2019.

The rebuilding the display layout is tabled.

**New Business**

Jim Ables appointed Don Ayres, Tom Ose and Jon Marks to the election committee. The election committee will begin assembling a list of candidates for 2019.

David Lowell moved to have the group donate money to a group organizing an operation sessions in St. Louis seconded by Rich Velten. During the discussion legal matters were brought up and the motion was tabled till the legal matters can be resolved. Jim Ables will discuss legal issues with Bob Amsler.

**Announcements**

**Upcoming clinic**

Glen Koproske will demonstrate Digitrax's LMWI wireless WIFI device to operate a small layout via cell phone or tablet.

**Drawings**

50/50 winner: Jim Ables

Gift Card winner: David Lowell

Meeting adjourned.

Respectfully Submitted,

Gregor Moe,

Clerk, Gateway Division

**Meeting Minutes for August 20, 2018**

Superintendent: Jim Ables, Superintendent

Assistant Superintendent: Don Ayres

Paymaster: Richard Velten

Clerk: Gregor Moe

MCoR Director: Jon Marx

Activity Coordinator: Ron Gawedzinski

Publicity Chairman: Don Ayres

Membership Chairman: Bill Linson

AP Chairman: John Carty

Contest Chairman: Tim Stout

**Clinic:**

David Glenn Koproske presented his clinic on the Digitrax LNWI Wi-Fi interface module for the Loco Net.

**Business Meeting:**

Superintendent Jim Ables called the meeting to order. There were 32 members present and four visitors: Randall Colton, Kenny Hunt, Bill Davis, and Jerome Crossou.

**Minutes of Previous Month's Meeting**

Minutes from the August meeting were available for review prior to the meeting start. Minutes were approved.

**Treasurer's Report**

Rich Velten's paymasters report was attached

to the minutes and read by Jim Ables. The opening balance was \$19,523.28 during the month we had receipts of \$50.54 and expenses of \$67.40. The closing balance was \$19,506.82. The report was approved.

#### **Merchandise Report**

Rich Velten stated that the new order of wheel sets had arrived and the new price is \$8.00 and there were still standard gauges available.

#### **RPO Report**

The RPO has been sent off. Cut off for the fall issue is one Oct.

#### **Directors Report**

Jon Marx was not present so no report.

#### **Achievement Program (AP) Report**

No report.

#### **Publicity Chair Report**

Don said the next train shows will be the Collinsville show in Nov. He will be looking for volunteers next month for the show.

#### **Outside Activities Report**

A report of the tour the Continental Fabrication plant was presented stating it was a very interesting tour.

#### **Old Business**

The 2020 convention the registration is now open at \$135 until Dec 31.

Model railroading 101 is working on giving another session at Mark Twain hobbies in Jan 2019. They are also looking at giving clinics there.

The rebuilding the display layout is tabled.

The idea of getting ball caps with our logo on them was brought up. Rich Velten said he is still looking into prices.

Bill Linson said everything was on track for the holiday party at the Ballwin Golf Club same caterer same menu and cost of \$18 per person.

The nomination committee said that Tom Ose and David Lowell are on the ballot for director. They are still looking for an assistant supervisor nominee.

David Lowell's motion: The inaugural Archrails event will be March 22-24 2019 on approximately 17 to 20 local layouts. The committee of John Schindler, Gary Gross, Joe and David Pellegrino and David Lowell is requesting some funding be made available from the Division to offset the cost of producing this event. Cost may include, but not necessarily be limited to: Lanyards, nametags, yard signs, printing, and other miscellaneous items. Additionally, the committee may ask for volunteers to help ferry

operators from hotels to layouts, assist with Layouts, or other tasks as may be deemed necessary. At this; time the committee estimates the cost to be in the \$250 to \$300 range. The motion passed.

#### **New Business**

No new business was brought up.

#### **Announcements**

Rich is looking for attendance prizes and volunteers for the fall meet.

#### **Upcoming clinic**

Tom Ose will present clinic #3 on arduinos. Jan 2019 the clinic will be the 10 minute clinics.

#### **Drawings**

50/50 winner: Bob Gipson

Gift Card winner: Gregor Moe

Herb Koenig won the foam cradle from Bear Creek Model Railroad

Meeting adjourned.

Respectfully Submitted,

Gregor Moe,

Clerk, Gateway Division

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## **Timetable of Events**

### **Sat., November 3, 2017**

**Gateway Division Fall Meet**, Trinity Lutheran Church, 14088 Clayton Rd at Woods Mill Rd, Ballwin, MO, 9am - 3pm, includes Model & Photo Contest, swap meet, modular layouts, and layout tours. Admission: \$7, Children under 12 are free

*This show is sponsored by the Gateway Division and we'll be looking for your help in supporting the event.*

### **Mon., November 19, 2018**

**Gateway Division Holiday Party**, Details to be announced.

### **Mon., December 17, 2018**

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

## Mon., January 21, 2019

**Gateway Division Meeting**, Trinity Lutheran Church, 14088 Clayton Rd, at Woods Mill Road (Hwy 141), Ballwin, MO (West St Louis County), 7 p.m.

## Mon., February 18, 2019

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

## Mon., March 18, 2019

**Gateway Division Meeting**, Trinity Lutheran Church, 14088 Clayton Rd, at Woods Mill Road (Hwy 141), Ballwin, MO (West St Louis County), 7 p.m.

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## 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](http://www.gatewaynmra.org)

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## Division Officers

### Superintendent

Jimmy D. Ables

### Assistant Superintendent

Don Ayres

### Clerk (Secretary)

Gregor Moe (Bonnie)

### Paymaster (Treasurer)

Richard (Rich) M. Velten (Marilyn)

### Division Director

Jon W. Marx (Kathy)

