



# RPO

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## On The Cover

*photo by David Lowell*

The Tracy Branch of the Missouri Texas & Western Layout. Article begins on page 23.

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## In This Issue

Superintendent's Desk .....	2
Under the Wire.....	3
Director's Reflections.....	4
Rail Trip to Washington, DC .....	6
70-ton Gondola .....	9
New Member Layout.....	21
Mexico MO Ops Session .....	23
Division Meeting Minutes.....	30
Timetable of Events .....	6

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## Corrections

In the Winter 2016 issue, Richard Velten's name was misspelled Velton in the "Start with a Boxcar Contest" article. Additionally, Dave Roeder's Kershaw tie crane which placed third in the Maintenance of Way category of the Fall Meet Contest was misattributed to David Lowell.

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## Superintendent's Desk

*by Jimmy Ables*

Spring has arrived and which means everyone's interests turn to sprucing up the yard, flower beds, and fixing things around the outside. Model railroading tends to move to the back of our minds this time of year. I just finished fixing the screen on our front door. Next up a couple of window screens need to be repaired. Ah, but that's not what this column is supposed to be about so I'll get on track now (pun intended).

Over the last few months we've had some really great clinics at our monthly meetings. I'd really like to thank Bill Linson for his presentation titled "What Now". Bill discussed what to do with a railroad collection when the owner passes on. Where do you start? What's it worth? How does the family go about disposing of it? These are just a few of the questions Bill talked about, but more importantly he discussed what we as the collectors need to do so our family knows what's in the collection and where it's at. We videoed the presentation and will be posting it along with some other materials Bill put together on the website once editing is complete.

There are a couple of important projects coming up and we need project managers to move them along. One is the Fall Meet, I know it sounds like an intimidating job but it's not as bad as you'd think. First we've got a play book that tells you what needs to be done and when. Second there are people to help pull it together. Brian Post takes care of table sales, Rich Velten takes care of finances, Bill Wagner and Tim Stout will take care of the contest area and we never lack volunteers to help with setup/teardown and running the event. Your main job is to coordinate the work and make some phone calls to order tables... etc. If you're interested you can contact Rich Velten

([modelrainnut@gmail.com](mailto:modelrainnut@gmail.com)) for more details and let me know if you'd like to take on this very important project ([jim.d.ables@gmail.com](mailto:jim.d.ables@gmail.com)).

The second important project is finishing an 8' x 5' layout Phil Bonzon donated. Once complete the layout will be put up for raffle to raise funds for the Division. The layout is pretty much done, mostly completion of the scenery

is all that's needed. Phil will let us do the work and store it in his garage. If you'd like more details on this project contact me ([jim.d.ables@gmail.com](mailto:jim.d.ables@gmail.com)).

We've recently undertaken a couple of important projects to educate people interested in model railroading and attracting the younger generation to the hobby. Don Ayres is leading a committee to pull together what we're currently calling Model Railroad University and Trains for Kids. Watch for more details on these projects.

I'd like to extend the boards thanks to all those who volunteered their time to man the Division's display at the St Charles Great Train Show and Boeing spring swap meet. Thank you for supporting the Division.

Finally, I'd like to pass on my personal thanks to Richard Schumacher for the incredible work he does on our website. We get a lot of complements as well as a lot of email asking for help or advice on a wide range of subjects. Richard's skill and vision make the website one of the most popular in the hobby. When you see Richard m tell him thanks for his excellent work.

Thanks to all of you for supporting the Division and I look forward to seeing you at a future meeting.

Warmest Regards,  
Jim

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## Under the Wire

*by John Carty, Editor*

Spring has sprung! Yard work, cleaning, and end of year activities at school demand our time, not to mention the start of baseball and softball seasons.

I have never been so glad to see any month end as I am with February and

March. Shingles and a chest cold (or some such upper respiratory affliction) side lined me for most of February and continues to linger here in April. Just to add to this misery, my father passed followed by a pair of good friends.

I mention this, not for sympathy (although that is appreciated), because I like many model bygone eras. Not only was my father a good friend and a great dad, he also served as a window into the past. He could carry on an intelligent conversation about most any topic. Between he and my mother, I have been able to piece together details which make my modeling better. My mother still does not quite get the idea of applying dirt, dust and grime to models, since she prefers the pristine versions. My father understood the attempt to capture reality in all of its aspects.

Back to the point about windows into the past point: both allow me to understand what life was like before I was born. He often could express and describe details that I have found nowhere else. His descriptions allowed me to incorporate some of the haunts of his youth into my layout, specifically Tippetts Towing and the corner drugstore with its lending library. His insights have allowed me to appreciate just how easy prosperity can attract envy and lead to decay.

He kept everything and now as we sort through these items which range from wire and tools to photos and articles to the balls out of roll on deodorant bottles. Some of these exotic items have found their way into models. The articles will be collected along with other papers and hopefully can be preserved in a way that others can tap their information. Although chatting with him about the past will always be better than those articles.

*John Carty, editor*

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## Director's Reflections

*By Jon Marx*

This past January Hank Kraichely, Phil Bonzon John Garavallia, and I went to Kansas City for the Winter Board of Directors meeting of the MidContinent Region. My column this quarter will summarize the discussion there.

We lost nine members last year to death. Unfortunate, but it is about the only certainty we all face. One more reason to continue to recruit new members.

Region car Project: at the time of the meeting there were still 120 kits remaining, making up 19 complete sets of six and individual kits of single numbers. The kits I had here to offer locally were taken to meeting and after adjournment, Whit Johnson and I organized those into sets of six and separated the single numbers. There was sufficient interest among the meeting attendees that we sold almost all the kits I took back. Any Gateway members still interested in these kits should contact the sales department through the Region web page and get their order in. I can honestly say that "Supplies are Limited." These cars will make an excellent addition of some local interest to anyone's layout.

The Region supports the MCcR section of the Kalmbach Library using 25% of the income from its Vanguard investment. Available this year is \$471.

Region Conventions: Tulsa was suggested as a site after the 2020 National in St. Louis. May join the OpSig to the convention to add interest. Kansas City will be hosting the National convention in 2018 so the Region will have no convention that year or in 2020 if St. Louis gets the bid for a National. The Region will be asking many of the same questions as the Gateway

Division related to volunteers and a division of the revenue realized from it. Income from the 2016 Convention in Omaha was \$1464.96 for the Region. Contest awards cost \$679.72. Ways of covering the cost of awards, which must be met by the Region, were discussed.

Progress on the 2017 Joint Convention in Ames, IA, was discussed. Sixteen clinics are scheduled. Trying to schedule some layout tour for those arriving the first day. The convention has met its break-even point with registrations so far. I urge everyone to consider attending this convention. It sounds like it will be a good one. One activity is a visit to a limestone mine. Participants will need to view a short film on safety to participate.

Wichita, KS, indicated they would be willing to host the 2019 Convention.

Region election of officers was discussed. Both electronic and paper ballots will be possible. Voting deadline is April 18, Please vote.

Advertising for the Kibitzer was discussed. With the gap in publication of some issue some of our commercial advertisers left. Need to rebuild the base of advertisers. Their ad buys help with the cost of Kibitzer publication.

AP Program: Ten Certificates of Achievement were issued in the Region last year, down from 14 the year before. Only one Golden Spike was issued. Need more encouragement on the Division level to keep interest high so more will set this as a goal. Personal note: I have earned two Certificates and have significant progress on three more. And I have a lot of ideas for work on several others. To minimize confusion, I need to complete in-process projects before starting new ones.

Membership report: Region membership seems fairly steady at about 890 members. We still need to actively recruit new members to replace those that pass away or choose not to renew their membership. Another personal note: I recently received my 50-year Membership certificate. Ideas were brought up for ways to recruit new members and retain current members. The business axiom of it being cheaper to retain current customers than recruit new ones applies to members as well. If anyone has ideas, please let me or Hank know.

It was requested that Divisions assist the Kibitzer in reporting upcoming local events that may be of interest to the wider Region. I reported the dates for the Prototype Meet and the Division Fall Event. Any other events I miss, please let me know, keeping the Kibitzer publication dates in mind.

OpSig has announced a new publication. I have asked John to include information in the RPO. It will probably also be announced in the NMRA Magazine and the Kibitzer. I urge members interested in operations to investigate OpSig.

The Region can use a Sales Manager to work on Region projects like the car project. If anyone would be interested in volunteering to fill the position, please contact Hank.

The meeting adjourned within the time allotted for use of the space at the library.

In closing, I urge members to consider attending the Region Convention in Ames. I plan to attend, barring the unforeseen. Past conventions have been enjoyable and clinics always helpful with good information that challenges our modeling. Always a good thing.

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## Rail Trip to Washington, DC With Some Surprises

*By Jack Stroker*

Have you ever traveled on a train trip by private car? I have been lucky enough to full-fill that bucket-list wish. I was able to join the St. Louis Chapter of the National Railway Historical Society for an eight-day trip to Washington DC, traveling on the Pullman sleeper Cimarron River for a

scenic and relaxing round trip from St. Louis to Washington via Chicago.

Our trip began on Wednesday afternoon, October 5th, when we board our private rail car at the downtown St. Louis Amtrak station. However, our first surprise occurred here. Our private sleeper needed brake work and we missed the over-night train to Chicago. My traveling companion Ron



Gawedzinski and I headed off to Lombardo's for a delicious dinner and toured the private cars that were parked in Union Station. After that we returned to our roomettes in the private car and retired for the night.

The Cimarron River was attached to first morning train for Chicago. I awoke somewhere past Springfield, Illinois and enjoyed the ride into Chicago. We

arrived in Chicago in time to have a late breakfast at Chicago's Union Station. We decided to tour Chicago by the transit system. However, our second surprise occurred here. Our goal was to visit the Museum of Science and Industry but because of our confusion with the transit system we ended up touring the Chicago Library (different but very interesting). From there we went back to the Union Station and went across the street and visited the



Sears Tower.

Washington, DC which left us time for a late evening meal at one of the many



The next day we left for Washington behind the Amtrak Cardinal which took us through Cincinnati, across the Ohio River, and through the Allegheny Mountains on the way to a Friday evening arrival in Washington DC. I awoke somewhere in Tennessee as the train was approaching West Virginia. After passing through Charleston, West Virginia the Cardinal heads into the New River Gorge. This has got to be the most exciting part of the trip for a rail-fan and our weather was perfect.

From there we traveled on through White Springs, West Virginia and into Virginia through Chantilly the home of the University of Virginia and on into

restaurants within Washington's Union Station. This left us with two and a half days of sightseeing in the nation's capital. We returned each evening to our roomettes on Cimarron River, parked at the Washington DC Union Station.

We spent most of our time visiting the Washington mall and the Smithsonian museums surrounding it. Another of our surprises appeared here. As it turned out this was the weekend for holding "The Taste of Washington". We also got to ride upon the new street trolley line that has been installed on K Street. We rode down one evening to a very quaint



but good restaurant on K Street for dinner.

On Monday we departed from Washington, DC attached to Amtrak Capital Limited, following the Potomac River Valley and over the Allegheny Mountains. This route took us through what had been the B&O's line west. As we passed through South Bend, Indiana, another of the surprises appeared; we could see the NYC train museum there and good view of their New York Central 4-8-2.

We arrived in Chicago Tuesday morning in time for breakfast at Chicago's Union Station. Another of our surprises appeared here. We were scheduled to leave Chicago for St Louis Wednesday morning but Amtrak had chosen not to attach our car to the morning train to St Louis but to the evening train. It actually gave us an extra half-day in Chicago. This time in Chicago we visited the



Natural History Museum and the Aquarium. The added surprise here was a visit to the Greek Town Museum. Who would have known how much Greek immigrants had to do with candy bars.

Late that afternoon, the Cimarron River was attached to the evening train for St. Louis. We returned to St. Louis late that evening. I took advantage of the offer that was made because of the late departure from Chicago, and slept on the train until the following morning.



This was not my first rail trip via private car. In fact this Washington trip is done an almost annual basis. Besides traveling to Washington before, I have also made a trip to Santa Fe, New Mexico. The Cimarron River has single roomettes as well as rooms for a two people. A trip to Washington DC is planned for this spring.

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# Chicago & Illinois Midland 70-ton Gondola #7070 Built at LowellCoMotive Works (LCMX) Crestwood, MO

*by line David Lowell*

The **Chicago & Illinois Midland Railway** was a class one railroad stretching from the coal fields just south of the Springfield Illinois area, via trackage rights over the Illinois Central from CIMIC (**Ch**icago & **I**llinois **M**idland **I**llinois **C**entral) to Avenue Tower in Springfield where the **C&IM** returned to home rails. From the Illinois Central's Avenue Tower the route continued north to Havana, located on the Illinois River, and then on to Pekin. In Pekin they utilized trackage rights on the Peoria & Pekin Union RR (the **C&IM** was a 25% owner) to access East Peoria and Peoria to mile marker 0 at the Peoria Union Station. Being wholly owned by Samuel Insull's Chicago Edison Power Co., the **C&IM**'s sole purpose was to transport large quantities of Illinois coal to Chicagoland power plants and the Powerton Superpower Generating Station in Pekin as economically as possible. Chicago Edison did this quite well via an early example of vertically integrated supply chain management by utilizing the **C&IM** and controlling as much of the line haul as possible from mine to power plant.

The **C&IM** had a fondness for specialized equipment. By the end of steam operations in November 1955 it owned twenty-one 2-10-2s most of which had been picked up second hand. Each one sported a signature red strip and huge white numbers emboldened on the sides of their tenders. Many of those tenders were oversized H-10s picked up second hand from the NYC. In honor of the creek that flowed nearby the **C&IM**'s rail-to-



**Fig. A** Builder's photo from the Midland Story, published by the C&IM in 1956.

river coal transfer facility just north of Havana, IL, the line owned a river tug named "Quiver". Green SD-9s with red and white "lightning" stripes signaled the **C&IM**'s conversation to diesel. They owned the only two EMD RS1325 diesel road switchers in the US as well as the subject of this article; 1,000 custom specifications 70 ton gondolas co- designed by **C&IM** shop forces and the Pullman Standard Co. (**FIG A.**).

The gons had internal bracing and the floor was low in the middle third. The floor then rose upward toward and over the bolsters at each end and the center beam protruded into the payload space of the center one third as well. This design helped to lower the gon's center of gravity and make them as unappealing to off-line shippers as possible. In order to help implement a tightly controlled vertical supply chain, these design features helped to keep the 70 ton gons on home rails as much as possible. This maximized utilization, reducing the need for a greater quantity of smaller on-line and off-line shipper's cars and the demurrage charges associated with any off-line cars.

According to Official Railway Equipment Register (ORER) documents these cars were delivered in three batches between 1927 and 1948 (**Fig. B & C**).

<b>Roster</b>				
1930 ORER <sup>1,2</sup>	1940 ORER <sup>3</sup>	1950 ORER <sup>4</sup>	1960 ORER <sup>5</sup>	1970 ORER
350	350	848	995	645

Note 1: Official Railway Equipment Register

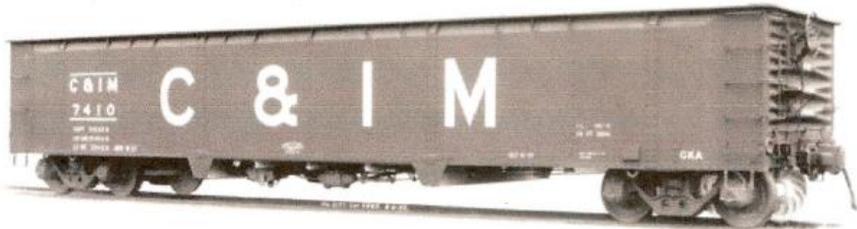
Note 2: 350 from Pullman Standard, Michigan City IN plant in 8/27, Lot #5423 (*See also Chicago and Illinois Midland, p. 110*)

Note 3: 100 from Pullman Standard, Michigan City IN plant in 8/37, Lot #5562 (*Chicago and Illinois Midland, p. 118 conflicts with Pullman Lot data and ORER data*)

Note 4: 400 from Pullman Standard, Michigan City IN plant in 7/48 (based on drawing note) Lot #5909

Note 5: 150 from Pullman Standard, Michigan City IN plant in 7/51 (based on drawing note), Lot #8054

**Fig. B** OREO data compiled by the late Arthur Breed Lowell



**Road Number 7410 – after 1931 (based on road number)**

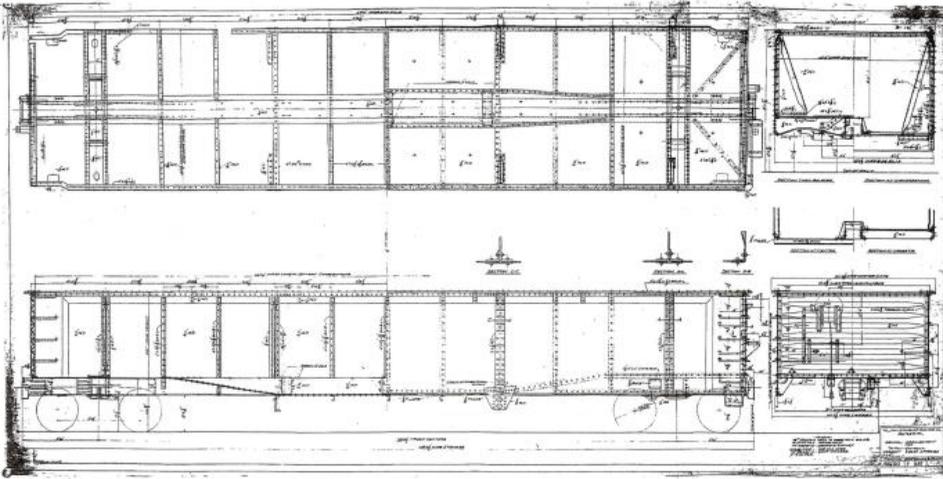
*Klasing Hand Brake Company Photo, Collection of Gene Green  
from [www.steamfreightcars.com](http://www.steamfreightcars.com)*

**Road Numbers 7000-7999 (1000 Total)**

**Fig. C**

In addition to the ORER information, I was fortunate enough to acquire an actual design drawing from the manufacturer of the cars, Pullman Standard. Thus I was able to base my re-creation on this Pullman Standard drawing (**Fig. D**) as well as prototype pictures from various sources. I also own the original **CI&M** lettering guide from 1927 which was revised in 1933 by my maternal grandfather Frank S. Breed.

The table in **Fig E** is a comparison of the data from the ORER vs. the Pullman Standard drawing. It is my belief that when the table was assembled the compiler, who was also collecting data on several other **CI&M** hoppers as well, did not update all the cells in his spreadsheet and therefore some errant data exists in the table with respect to inside and outside length dimensions. Other than that, all the data aligns. Having an actual Pullman Standard drawing enabled me to confirm the true proportions of the cars. My research was finalized by assembling and reviewing all of the above technical info as well as several photos. At that point, it was then time to start modeling.



**Fig. D** Pullman Standard drawings

**Dimensions**

Dim.	Inside			Exterior			Rail to Eaves	Capacity
	Length	Width	Height	Length	Width	Height	Height	(CU FT)
ORER	30'6"	9'5"	5'6"	48'1"	10'5"	-	9'	2804
Pullman <sup>6</sup>	46'6"	9'9 3/8"	5'6" <sup>7</sup>	31'11"	10'3 3/8"	-	8'11 9/16"	-

Note 6: Pullman – Standard drawing 58690 (dtd 1947), 70 Ton Gondola built for C&IM Railroad

Note 7: Height over bolsters. Height at center of car 6'6" due to depressed center section

**Fig. E** Car specific data compiled by the late Arthur Breed Lowell

As best as I can ascertain no one has ever produced a car like this one commercially hence the reason for this whole exercise. Not wanting to tackle a completely scratch built car, especially since I would need a great many for my pike, the idea was to find an existing RTR car second hand that could be easily and cost effectively modified.

Therefore, it was a logical first step to scour train shows where I carefully examined the plethora of cheap plastic gondolas available for a suitable subject. The first victim I identified and attempted to modify was a modern Thrall Mill Gondola. Unfortunately, it created more issues than it solved and was quite pricey to boot. The main issue was that it was much too long. Therefore, I had to cut it completely in two, including the weight, and then splice it back together. This worked, but not very well. So, I moved on after only one attempt. However, it wasn't an abject failure as that car still performs in revenue service on my railroad as number 7005.

The second batch, or class, of cars involved a progression of four versions of a similar style with each one being refined just slightly as my learning curve progressed. For this class of cars, the procedure was to completely remove the ends off of fish belly gondolas and replace them with the ends from deeper general purpose gondolas. While this was a less radical modification in a global sense than my first attempt with the Thrall car, they were still lacking in overall form and constructability as they were still a

bit more difficult than I was hoping for. The difficulty occurred when I cut out and then refitted in the new ends while trying to make everything fit back nice and tight. Though the basic cut out was relatively easy, it was the installation of the new ends as well as the required putty filling, trimming and sanding that proved too time consuming. After these four attempts I was unable to improve on this process satisfactorily enough so I decided it was time to move on again. These four gondolas (7010, 7011, 7012 and 7112) are also all still in revenue service on my railroad.

LIM 70T GON      PROTO 70TIF      7011 →

1) FISH BELLY GONS  
 IS - BEV-BEL HAS REINFORCE UNDERFRAM & SCREW MOUNT TRACKS  
 BESSER - ARM HAS SHIP TRACKS (WILL HAVE TO REPLACE) & INCLUDES 1 PIECE BOTTOM  
 LIM BODY BASICALLY EQUAL TO BEV-BEL  
 - LIME HAS - SAND + L

2) DECONSTRUCTION  
 - REMOVE TRACKS & RESERVE, & COUPLERS  
 - REMOVE UNDERFRAME  
 - CUT ALL RIBS & LAMES, STAYS OFF (I) \* STAMP CHISSEL RANGE  
 - REMOVE INTERMEDIATE CORRUGATION & ENDS, TRIM WINGS ON R & L  
 - REMOVE INTERMEDIATE GAS SILL  
 - IF POSSIBLE REMOVE WEIGHT

2 3/32  
 3/16  
 3/16  
 1/16

REMOVED GAS SILL  
 1/2"  
 1/4"  
 1 3/16"  
 CHISEL SHEET  
 x2 (4)  
 .040 SHEET  
 NEW SIDG SHEET  
 1/2"  
 1 1/2"  
 1/16"  
 (5)  
 1 1/2"  
 25/32"  
 (4)  
 (5)

3) RECONSTRUCTION  
 (4) INSTALL NEW END SHEETS AS SHOWN  
 (5) INSTALL INFILL @ SIDES & ENDS

Fig. F Notes and drawings from my notebook

I still felt the fish belly gons were the correct choice for the core of the kit bash because they were really close in length to the prototype 70 ton gons, plentiful at train shows and, most importantly, they were cheap. I returned to the work bench and reviewed the cars. I sketched out one on graph paper and began working with eraser and pencil to see if I could come up with a better method to transform it. After a while I did come up with some sketches and ideas outlining deconstruction and the new assembly required, including some dimensions which would give the rebuild a closer representation to the prototype drawing (Fig. F & G).

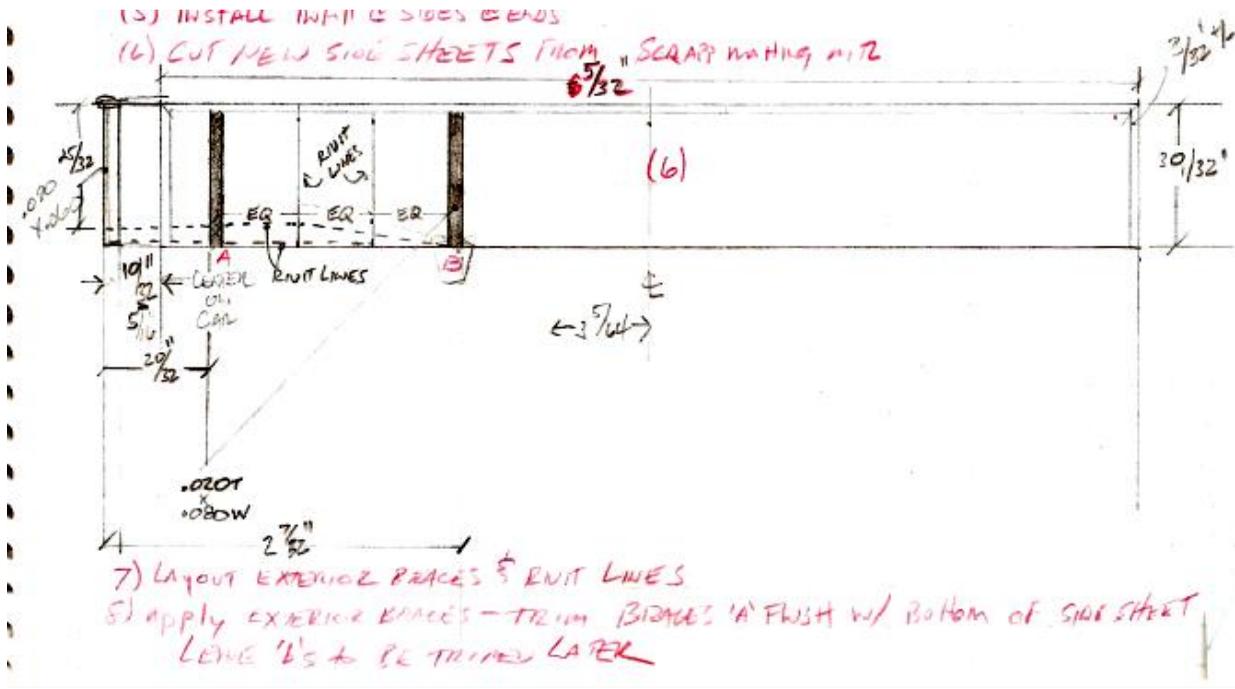


Fig. G drawings from my notebook

As a result of the above observations, the next and final class of cars started with LCMX builder's #6 for car #7344. Starting with this car I worked through several variations again just as I had done with the first class of fish belly gons. Each of the cars evolved slightly from the previous attempt as I inched along the learning curve. Number 7070 was the 10<sup>th</sup> attempt and came after the completion of cars #7344, 7300, 7000 and 7001. Car 7070 represented the culmination of the experience I had gained from all the previous attempts in trying to replicate these uniquely **CI&M** cars. Fortunately the result was an acceptable model with a reasonable likeness to the prototype. I stress acceptable, not superior. Its base is a plastic RTR fish belly gondola stripped of almost all its original details and then used as a frame for the new gondola, complete with new side sheets, infills, grabs and details to represent the feel and unique look of the of the **CI&M** cars. After the completion of car #7070 I constructed one more car #7200. Car #7200 was not meant to be as detailed as #7070 but it represented its major refinements and overall appearance with less fine detail.

The process below summarizes the final class of cars built not just car 7070. After tidying up my workbench, I commenced with deconstruction which consisted of removing all the existing details off of the fish belly gon that made it look like a fish belly gon including ribs, grabs, stirrups, rivets from the long sides, every other short rib on the ends, the end sills and the brake platform on the B end. The top angle needed to be left in place, intact and un-nicked. The underframe, trucks and weight were removed and set aside. A fresh chisel blade did the trick quite nicely for all the raised plastic bits that required removal (**Fig. H & I**). It is very important to change out blades frequently so

they will quickly and easily slice through the plastic and avoid getting hung up or gouging plastic (or flesh) when you man up and force them through.



**Fig. H** The car just before the commencement of deconstruction



**Fig I.** The car after the removal of all details

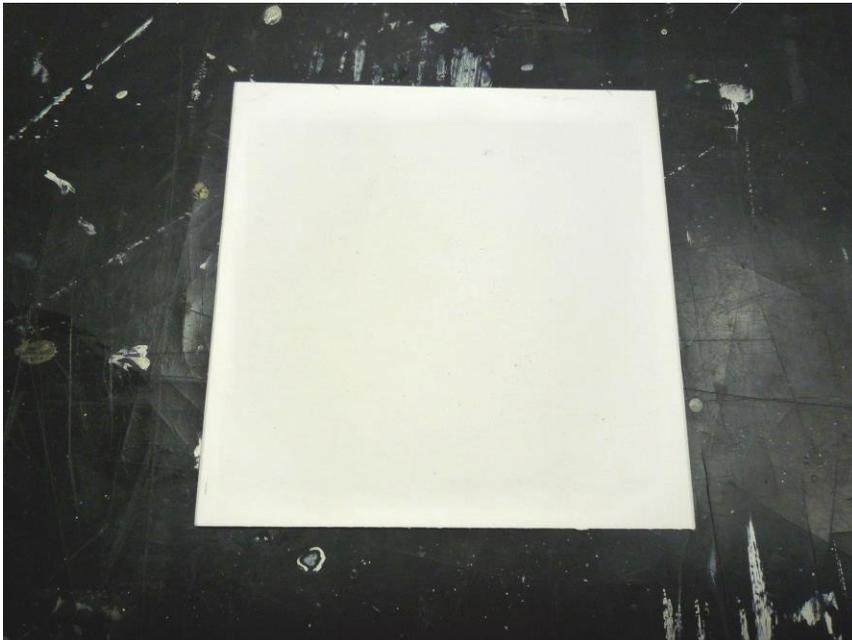
To me the signature feature of this car are the large bevel edged side sheets that run almost the full length of the car and are, at scale, six feet high. Reproducing these prominent features proved to be a bigger challenge than I had expected. I first thought about building them up from plastic sheet material. After some measurements and math, I deduced that I would need material about 1/16" thick in order to get the 45 degree bevel to have the right dimension. I considered gluing pre-made triangular strip material to the edges of the sheets for the bevels but was not convinced this would work out, especially if I wanted the joint of the vertical and horizontal bevels to look tight and right. I was also concerned there would be a faint line at the joint of the styrene sheet and strip material as well, even if I carefully sanded the surface. In the end, it seemed like too much work without confidence in the outcome. I also tried to devise a way to evenly bevel the edge of a piece of styrene sheet. However, for the thickness of sheet material I needed there just wasn't a dependable way to make a consistently formed bevel. There had to be a more efficient way.

I had purchased a mat cutter while trying to find a way to put a consistent bevel on the edge of the styrene sheets. Portable table top models, which would have probably had the ability to cut the styrene sheet, were too pricy. Instead I settled on a hand held mat cutter which was priced low enough that if it didn't work I would not be too bent out of shape. (**Fig. J**). This little device is like a small block plane with the difference being, instead of removing material off the flat surface, the razor blade cuts the material at a bevel. I made several attempts with this but the styrene was just too dense to allow the blade to make it through the styrene in one pass. And after several passes I could get it to cut through the styrene but the bevel was no longer crisp. Frustrated I gave up on the styrene and was ready to chuck the mat cutter when I looked at it and had an epiphany. Maybe I should use the tool the way it was intended (gasp!); to cut picture framing mat material. I went back to the art supply store and found that they sell the off-fall from the

picture framing shop in small pieces about 12"x 12" for \$1.00 ea. **(Fig. K)**. Perfect! Small quantities at a small price, so I picked up a couple different pieces with different thicknesses, colors, and surface textures to see what would work best, or at all.



**Fig. J** The mat board cutter



**Fig. K** Mat board off fall

Back at my work bench, materials in hand, I carefully determined the size I would need for the mat board side sheets and did some test cutting. It's amazing how well a tool will work when you use it on the material it was designed for. The problem of what material and what method to use cut it were resolved. But as happens occasionally with our modeling triumphs we can realize that other obstacles make themselves known and we

must overcome those too. To that end, I needed was to come up with a way to keep the cut true. I was going to need a straight edge to guide my cutter as well as a way to hold the material and straight edge securely in place while cutting. I constructed such a device out of a scrap piece of 1 x 10 pine board, a USPS Priority Mail cardboard shipping box, a couple of thumb tacks, two drywall screws and a paint stirrer (Fig. L). I clamped the mat board material under the paint stirrer by tightening the drywall screw and then used the paint stirrer as the straight edge to guide the cutter. Despite being a rigged together pile of random junk, it worked out pretty well.



**Fig. L** The contraption, combination clam and straight edge

The last part of the equation that needed a solution for was to figure out the exact distance from the edge of the cutter against the straight edge to the blade so that accurate cuts could be made. The outcome needed to measure to the 64<sup>th</sup> of an inch. A few test cuts and some measuring on both the tool and the material before and after the test cuts provided the solution to this last mystery. After that I made a few notes so I could remember I'd discovered so I would not have to go through a rediscovery process every time I wanted to cut pieces. That completed I beveled the large mat pieces along one side, repositioned the mat material in the clamp, then cut the other side to make what would be the two vertical ends with bevels at the correct overall length of the side sheets. I repositioned the piece again and made an arbitrary bevel cut across the top edge of the mat material making it the first top horizontal bevel. I made sure prior to cutting that the cut would be perpendicular to the two previous end cuts thus creating nice crisp 90 degree corners. After adjusting the material in the clamp one last time (to what would be a distance equal to the depth of two side sheets) I cut the second top bevel. I now had a rectangle with a nice consistent bevel on all four sides. The last step was to make this into two side sheets. I measured to the exact center of the piece from top to bottom then used a straight edge on the mat board. I cut what would become the bottom edge for both of the side sheets with a sharp #11 razor knife. The result was two identical side sheets. The bottom edge did not need to be beveled. It is just a square cut. Then almost anticlimactically, I used CA glue to affix the two side sheets to the existing car sides. The character of the car was starting to take shape.

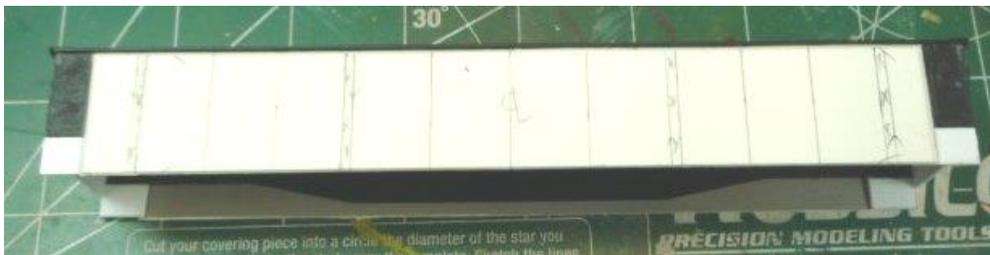
With the signature component for the car fabricated and installed, I turned my attention to extending the rest of the long sides downward to match the depth of the new side sheets and then finishing out the A & B ends so that they would match up with the new

side sheets and infills (**Fig. M**). The construction of the infills between the ends of the side sheets and the corners of the car was accomplished by cutting some scrap styrene sheet material and gluing it in place to bridge the gap spanning from behind the side sheets to the corners. After that I added an infill piece at each of the ends running down to the bottom edge of where the new end sills would be. These are the parts noted as (4) and (5) in the sketches in **Fig. F**.



**Fig. M**

With the main elements of the new car body completed it was now time to start marking the locations for the bolt plates on the side sheets and installing them. In addition, the bolt plates rivet line locations needed to be marked as well. These features were laid out and drawn directly onto the new mat board side sheets (**Fig. N**). I started from the center line and worked outward toward both ends to maintain symmetry. The mat material accepted fine pencil marks and lines quite well. Individual plastic strips of various widths and thicknesses were then cut and applied at the appropriate locations on the mat board side sheets and car body corners to represent the bolting plates, braces and stiffeners. Half round plastic strips were cut to length. The two end thirds of each ends of these strips were then carefully trimmed with a razor blade and then sanded to final shape to match the existing end ribs prior to application to the new car's ends extensions. Rivets would be installed later.



**Fig. N**

My modeling philosophy is out of sight is out of mind. Therefore, I had no intention of doing any real detail work on the underside of the car in the form of brake lines and the like. That didn't mean that there was not work that had to be done to the underside of the car. Plate weights were added directly to the underside of the car bottom. The under

frame was shimmed lower from these weights at the bolsters and coupler pocket locations. This raised the top of car height thus compensating for the extension downward of the side sheets below the core car's original bottom. The old underframe and bolsters were then re-installed as well as new coupler draft gear. The last items to be replicated below the car were the transverse braces made from plastic "C" channel that were affixed across the bottom of the car from outside face of the side sheet to outside face of the side sheet and resting on the bottom of the center sill of the re-installed underframe. I fabricated trapezoidal bolt plates from plastic strip for application where the "C" channel braces and the vertical bolt plate connection occurred (**Fig. O**).



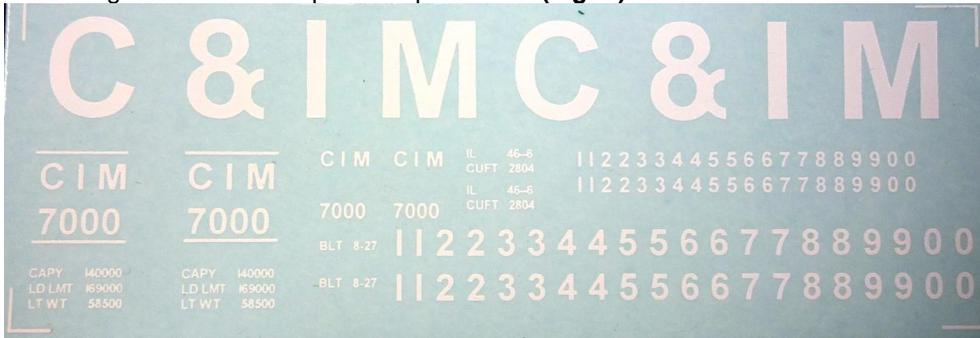
**Fig. O**

After all the underside work was finished there were just a few items to complete at the A & B ends of the car. New end sills and polling plates were made from plastic strip and applied to the car body ends. As I worked to finish out these details I noticed that the mat board had a very slight patina to it which I had not anticipated. That is to say it was not perfectly smooth like a piece of sheet styrene. It had slight undulations to it yet it was not fuzzy and the surface seemed fairly dense. I wasn't sure how this was going to play out but I was already too invested in the process to abandon the project. More on this later.

Now that all the car body detail parts were installed it was time to add the rivets decals I had purchased from Micro Mark. Prior to applying them to the car body I sprayed it with Testor's Gloss Coat. Then, just like any other waterslide decal, I applied the rivets to the car body along all the lines I'd previously marked out. As there were a lot to apply and they all needed to be perfectly straight this took some time to accomplish. They had to be installed in small batches to give them time to dry/adhere. If not, they would get knocked loose during handling. Decaling time was further extended by the process of applying decal setting solution so the decals would snug down tightly. After all the decal rivets were applied and snugged down I sprayed the car with Testor's dull coat to seal the decals permanently, provide a little tooth for the color coat to adhere to and provide a consistent base across the plastic and mat material so the paint would not absorb or dry differently and result in un-uniform finish. I painted the cars... what else?... steam power black! I would assume that flat black would also work as well.

On top of the color coat I sprayed another layer of gloss to provide a smooth surface as a base for the application of the lettering decals which I'd had custom made at Rail Graphics. I'd garnered all the research for the decals from the official **C&IM** lettering drawing; *Chicago & Illinois Midland Railway CO Mechanical Department Taylorville IL Stenciling dwg No E-119 for 70T gons 7000-7349 drawn 1927 and revised by Frank S. Breed 1/20/1933*. This 85-year-old 23"x 39" "blue print" currently hangs, professionally

mounted and conserved, in my workshop away from all natural sunlight. I prepared all the artwork for the decals in MS Power Point and then converted the file to a PDF prior to sending them to Rail Graphics for production (**Fig. P**). After all the decals were



**Fig. P**

applied and set, I applied one final coat of dull finish to lock everything down and mute the car's finish. The slight patina on the mat board which I had mentioned above, was still just visible on the surface of the mat material and it looked pretty good. It gave the appearance of use as the result of outward pressure exuded against the steel sheets from consecutive loadings and perhaps the occasional clamshell bump. However, it didn't oversell it to the point of abuse as you would see in a scrap service car. It also imitated the slight "oil canning" of the steel sheets as can be seen on many cars. I was pleased with this unplanned element to the final finish. Lastly, couplers, trucks, a few grab irons and stirrups were all installed to finish out the build after which the car was put in revenue service (**Fig. Q & R**).



**Fig. Q**

**LIST OF MATERIALS:**

(1) Fish belly gondola shell & underframe

(2) Dalman type trucks

(4) Wheel sets

(2) Kadee #5 couplers

(2) End sheet extensions made from .040 styrene sheet

(4) Side sheet base infills from sheet styrene

(2) Bevel edged side sheets made from 1/16" picture frame mat material

(4) Corner braces from .020 x .060 stock material

(8) Side sheet braces from .020 x .080 stock material

(2) End sills from .020 x .060 stock material

- (4) Polling pocket gussets from .020 x .156 stock material cut to shape
- (4) End ribs from .080 half round stock cut to length, measured into thirds and the end thirds mitered to points
- (2) Bolster shims made for 3/16" square styrene tube stock
- (2) Coupler pocket shims made for 3/16" square styrene tube stock

- (2) Under frame "C" channels from 5/32" styrene "C" channel
- (4) Trapezoidal bolt plates from .020 x .250 stock material cut to shape
- (1) Brake platform from .020 x .060 stock material
- (10) Tichey grab irons
- (2) Tichey stirrups



**Fig. R**

# The East Bluff Terminal Railroad

by Dave Roeder, MMR

Joe Moved here after retirement two years ago and has built a freelanced railroad in his basement out in St. Peters, MO.

Scenery is about 30% complete with Joe working on it daily since moving here. He was able to re-use some structures from his previous layout and has done a great job on the scenery as you can see by the photos. Joe is

a very talented modeler and does his



The Terminal Bluff RR will be featured

June 23, 2017, as part of the St. Louis Railroad Prototype Modelers Meet layout tour. This event is co-sponsored by the Gateway Division. Admission to the RPM meet is \$25 and includes all activities at the Gateway Convention Center & Host Hotel as well as the layout tours to three layouts in the St. Charles area.



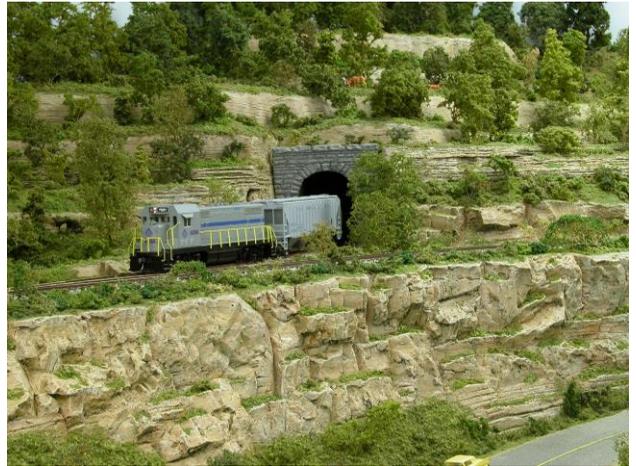
own locomotive painting and detailing as well as the terrific scenery depicting the type of river bluffs seen locally. Joe has already begun operations using car cards and an operation schedule.

Maps will be provided at registration.

For more information on the St. Louis RPM Meet just go to our website: [icg.home.mindspring.com/rpm/stlrpm.htm](http://icg.home.mindspring.com/rpm/stlrpm.htm).

Please join us on June 23-24 for the St. Louis RPM meet and bring your models for display at the largest RPM meet in the country.

Name: Joe Visitine  
Layout Name: East Bluff  
Terminal Railroad  
Scale: HO  
Era: 1971  
Prototype Freelanced  
Locale: Illinois along the  
Mississippi River bluffs  
Style: Single track main around the  
walls with peninsula with duck  
under and blind end staging  
Scenery: 30% complete  
Mainline Run: 95 feet  
Backdrop: Hardboard and drywall  
painted



Control: NCE – DCC Radio Throttles  
Operations: Occasional with car cards  
and waybills  
Special Features: 13 track staging  
control is diode matrix. Yards  
matrix controlled by Digitrax DS-  
64's. Large Grain complex on  
peninsula.



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# Gateway Division NMRA Operating Session at Mexico Train Works

*by David Lowell*

*Photos by the Author*

In early December an e-mail floated in with a general invitation to other operating group's members from the club in Mexico Missouri, "Guys - We've decided to schedule regular operating sessions on the Missouri, Texas & Western HO scale club layout in Mexico, Mo. They will be the fourth Saturday of every odd-numbered month, which would make the first session Saturday, Jan. 28. As we have in the past, we'll figure on starting at 11, lunch on the premises, and winding things up at 3 or so. We plan to send a reminder out a week or two before each session, and will ask those who plan to attend to let us know. Please feel free to pass this along to any others who might be interested, and we look forward to seeing you at an op session on the MTW in 2017. Pat Hiatte..."

I marked up with the Gateway Division of the NMRA about two years ago with one of my main goals being to get involved in operations. Within 3 to 4 months of joining the NMRA I was graciously invited into the bi-monthly Tuesday night group coordinated by Gary Gross and that has been both fun and educational. Then an opportunity to operate on the K-10 layout came along last fall and now this. I'd say that so far the plan to increase operating opportunities has been working out nicely.

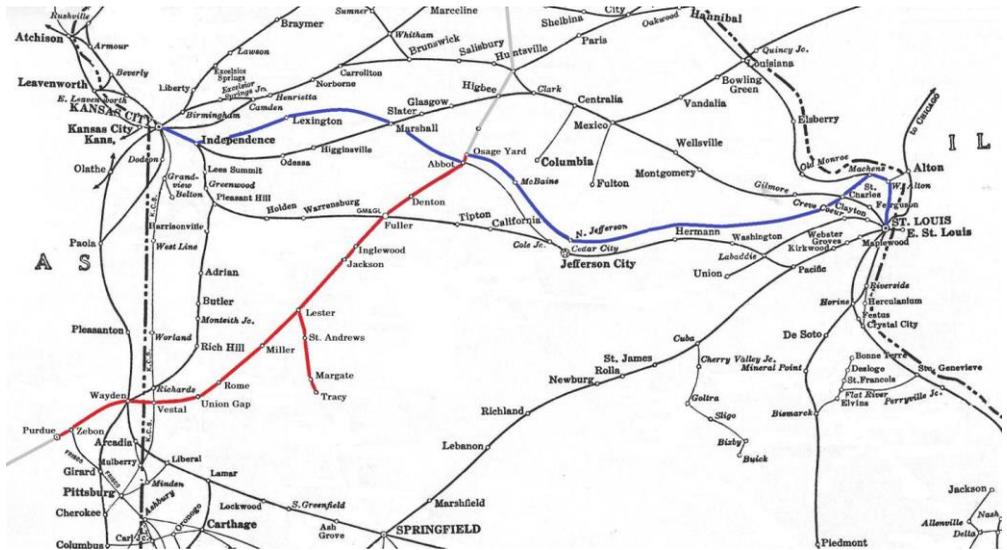
## **Introduction to the Missouri, Texas & Western**

The Missouri, Texas & Western (MTW) runs from Des Moines to Houston. The modeled portion of the MT&W runs from Abbot, Mo., south to Purdue, Kan. Points north of Abbot and south of Purdue are represented by staging. The layout is on two levels connected by an eight-foot-diameter helix; north staging is on the lower level, south staging on the upper. With a few exceptions, towns are in alphabetical order from north to south. Major classification yards are located at Abbot and Purdue, with a secondary classification yard at Lester, where the Tracy Branch joins the main line.

MTW uses car cards and waybills for car forwarding, and dispatching is done by Track Warrant Control using FRS radios for communication. Trains operate with Digitrax DCC throttles according to sequence rather than by timetable, and all trains are considered extras for traffic-control purposes. Trains are operated without cabooses. Through trains operate between staging yards, with stops for simulated crew changes at Abbot and Purdue. Sweepers, which may work at Lester en route, originate at Abbot and Purdue. All local trains operate as turns. Key MTW connections are with the Chicago, Kansas City & Western (CKCW), which uses MTW trackage from Osage Yard to Abbot Yard, and the Gulf, Midwest & Great Lakes, which interchanges with MTW at Fuller. An MTW subsidiary, CKCW runs between St. Louis and Kansas City.

The Tracy Branch serves the towns of St. Andrews, Margate and Tracy. CKCW trains (800 series) operate between CKCW's Osage Yard at Elgen (fictional) and Abbot Yard, and on MTW trackage rights to and from Dallas. Ford Motor Company is one of MTW's biggest customers, with through trains and locals serving the Ford truck plant at Purdue via Ford Yard. The Ford auto racks and parts trains are the hottest trains on the MTW.

## MAP



- MTW modeled portion
- MTW non-modeled portion
- CKCW
- Other lines

From north to south, here are the major points on the MTW layout:

- North staging:** Des Moines, Detroit
- Abbot:** classification yard, diesel shop, Spectrum Logistics, CKCW connection
- Lard Hill:** south end of Abbot yard
- Denton:** passing siding, industries
- Fuller:** Gulf, Midwest & Great Lakes crossing and interchange, industries
- Inglewood:** short passing siding, industries
- Jackson:** passing siding
- Lester:** yard, passing siding, industries, Tracy Branch connection
- Hill:** helix
- Miller:** passing siding, industries
- Rome:** passing siding, industries, Ameren power plant
- Union Gap:** industries
- Wayden:** passing siding, industries
- Youngstown:** southward trains contact Purdue yardmaster for permission to enter yard
- Purdue Industries:** north end of Purdue yard, satellite yard, industries

**Purdue:** classification yard, diesel shop, connection to Ford Yard and Ford plant

**South staging:** McAlester, Oklahoma City, Dallas, Houston, Galveston  
 MTW's three-hour operating sessions roughly follow the three shifts of a normal railroad day, one shift per hour (roughly). Crews who want to change jobs (from yard to road or vice versa, for example) can do so at "shift-change". All road crews will have an opportunity to operate at least one local freight and/or industry job and a variety of through trains. Road crews generally go on duty at Abbot or Purdue, although some local crews go on duty at Lester.

**Jobs:** Yardmaster Abbot, Yardmaster Purdue, Staging trainmaster, apprentice dispatcher and Eight road crews<sup>1</sup>

<sup>1</sup> "Introduction to the Missouri, Texas & Western" and MAP provided by Mexico Train Works

## Operations

The members of the Mexico Train Works who hosted this event are: Patrick Hiatte , Joe Braddock, Carl Haake, John Johnson, Anthony Randall and Lee Walser

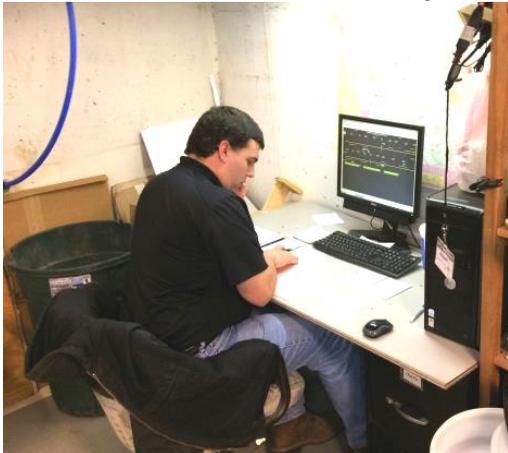
The list of attendees for the operating session included: Terry Gilmore, Robbie Hanson, Bill Hawley, Glenn Koproske, Hank Kraichely, David Lowell, Tony Pellegrino, Brian Post, Gary Roe, Dave Roeder, Larry Stoll, Kent Tallyn and Chris Thies.

I was the first to receive the crew call at 11:01AM

**(PHOTO 1)**. I was assigned train 111S, a through freight across the 3<sup>rd</sup> subdivision; originating on the 2<sup>nd</sup> subdivision (Des Moines to Abbot) and terminating on the 4<sup>th</sup> subdivision (Purdue to Oklahoma City). The 2<sup>nd</sup> sub crew eased into the north end of Abbot Yard and relinquished their train at 11:16AM. After exchanging pleasantries with the crew and getting a favorable equipment report I reviewed the waybills and



**(PHOTO 1)** Patrick Hiatte with Lee Walser in the background prepares the paperwork for the first train



**(PHOTO 2)** Dispatcher Anthony Randall

called for clearance. Dispatcher Anthony Randall **(PHOTO 2)** responded back by issuing Track Warrant #1203 authorizing movement south from Abbot through to Jackson and then holding on the main. After engaging the bell, two blasts of the horn, releasing the independent and train brakes I opened the throttle and headed south. Cutting off the bell as soon as I cleared the yard limit I continued south from Abbot through Lard Hill, Beaver Falls and Denton. Just before Fuller I received an additional instruction to hold short of the diamond at Fuller and complied. Once released, I

continued south through Inglewood to Jackson and OS'ed once I was on the main stationed between the siding's turnouts. I then received authorization # 1607 on to Miller where I was to take the siding. Once rolling again I continued onward through Lester and Hill (up the helix) and then into the hole at Miller with another call to the dispatcher. After local 34 cleared ahead, authorization #2112 cleared me to Zebon. Leaving Miller I pushed southward through Rome, Trenton, Union Gap, Wayden, Youngstown and into Zebon and the north yard limit for Purdue Yard. Permission received from the Yardmaster I re-engage the bell and crept through the yard to the yard office at the south end of the yard. At the yard office I disabled the bell, set the brakes and departed the cab as the dinging of the bell slowly dissipated in my head. I turned the train over to the waiting crew who would continue with it over the 4<sup>th</sup> sub. I was the first crew to complete my assignment and was feeling pretty good about my accomplishment.

This meant of course it was time for a pit stop and hit the lunch spread provided. The club is fortunate enough to have a very nice location in the basement of a car parts store. However, they lack their own facilities. So, it adds a bit of realism after climbing down from the cab to have to walk outdoors for about a half block in the crisp air to the gas station at the corner for the facilities. Once back from there and in the crew quarters there was two choices of chili, soup, vegetables with dip, cheese puffs (not Cheetos but homemade and they were goooood) Fritos, cheese, crackers and sodas, a veritable feast. Once I was done going to beans, literally, it was time for the next assignment.



Abbot Yard Yardmaster Brian Post in action as Carl Haake from Mexico Train Works looks on

I drew the Abott Yard switch job. It was comprised of three components. Servicing the Lowe's siding on the south end yard lead then spotting a sand and fuel oil car at the engine terminal at the south end of the yard and wrapping up by switching the Spectrum Industrial lead at the north end of the yard. I started out by running engine light south to

the Lowe's siding and pulling two empty center beam lumber cars and four boxcars. When I had my train made up I took it back to the yard. Once back in the yard proper a run around move on the parallel ladder tracks was required prior to a couple of shove moves to deposit the empties onto the appropriate outbound tracks.

With all the empties at their final dispositions it was time to pull the

The Tracy Branch



loads for the Lowe's siding while leaving the sand and oil car on the inbound track to be addressed later. Another run around to the north and then a shove south to move the loads onto the Lowe's siding to be positioned, two loaded center beam lumber cars and six boxcars. On my way back into the yard from the Lowe's siding I noticed the yard crew had grabbed the sand and oil car and were just finishing up spotting them. That meant the next order of business was the run to the north end of the yard to work the

Spectrum Industrial Lead.

This was an education experience having not worked this job before. The Spectrum Industrial lead is four tracks; one of which serves both a cold storage facility and a lumber trans load ramp. And the other three are storage or trans load to trucks. After my original assessment it seemed to make sense to me to shove the loads to the north end of the yard and park them on the yard ladder at that end of the yard. I would then pull all the empties from the Spectrum tracks and tuck them in the run around track. Then I was going to grab the loads and start kicking them into the appropriate tracks. CS Lewis once said the definition of all fiction is, "We had a little trouble along the way". Well, model train operations are fiction and we had a little trouble along the way. The surly old head Abbot Yardmaster told me my train was on track 7, so I grabbed the cards and went (yes Brian, I am throwing you under the bus). When I had pulled all the empties and had them nicely tucked into the run around track I was ready to start placing the loads. I noticed that they were not the waybills I thought I should have. My first panicked reaction was I thought that I had grabbed somebody else's paper work as they had passed through. Nope, they were the waybills for the cars I had. Surely I had not grabbed the wrong stack and track when I left with my train. I went back to the card box and looked. Track three was labeled for Spectrum and track seven was for something else. I returned back to my train and brought it back to whence it came. When I accused the Yardmaster of giving me bad info his sarcastic retort inquired why I hadn't checked them, which was a legitimate question. And one I could not answer other than with a hollow "I don't know". Even though I threw Brian under the bus above, I must admit I

should be under there with him since I failed to independently confirm my instruction and manifest. I filled out an accident report for my hurt feelings as a result of the Yardmasters admonishment, grabbed the correct set of waybills for track 3, **verified** them and returned post haste to the north end of the yard. The silver lining, the lemonade, the lesson learned, the upside to this mistake was that due to the aforementioned tale and some other complications experienced from parking the loads across the yard ladder it became clear to me the sequence for this job should be the same as the south end. Run light to the siding, collect all the empties first, clearing the Spectrum tracks and run the empties back to an inbound sorting track. Then come back with all the loads and kick them into place. Once I had this epiphany I used yard track 9 as my drill track and quickly set out all the loads and then returned engine light to the diesel shed. Second assignment completed with only minor bumps.

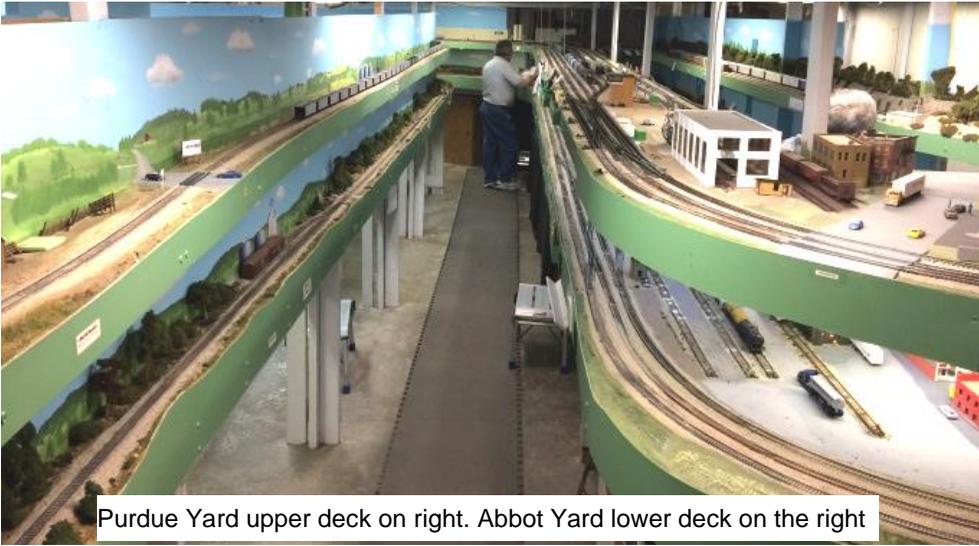
My third and final assignment was train 35, the Wayden local. This turn started out of Purdue Yard on the south end of the sub and worked north to Wayden. Upon arrival at Purdue I reported to the engine house and was assigned a pair of Geeps. I worked through the yard to the north end, waited for the "Big ass" coal train. Not sure that was the official train designation, but it is what kept echoing through the room as it traversed the layout. The BACT had the whole yard plugged up until it departed south and freed up the north ladder. Clearance was obtained from the dispatcher through to Wayden. At



Wayden is on the upper deck at right and Miller on the upper deck at left. Larry Stoll, Dave Roeder, Robbie Hanson and Tony Pellegrino all work their trains through these areas.

Wayden I had just pulled into the siding and was preparing to start pulling and stetting cars when I went over on hours. I tied up my train up and was taxied back to the crew lounge.

In addition to my adventures there were a couple of other events worthy of noting. It appeared the early morning call was a little tough on Hank, as he fell asleep on the couch during the crew briefing. Not to worry he was gently awoken by a half dozen guys shouting Hank! Glen showed up dressed in high visibility safety gear, bright orange



Purdue Yard upper deck on right. Abbot Yard lower deck on the right

sneakers with matching socks. I believe this assisted him in handling the BACT safely across the sub. Had Kent taken a page out of Glens safety protocols perhaps he would not have slipped off a stepping stool and ended up in a heap on the floor. Fortunately, it appeared that his pride was the most serious injury as a result of the fall. Dave Roeder was seen speeding an ore train along the main as fast as he drove his Mustang on the way up to the event. And last but certainly not least Chris Thiess made the mistake of telling me that his train got away from him. He was stopped in Denton on his way to Abbot. Left his train to go talk with the dispatcher and came back and his train was gone. It had crept its way north from Denton through Beaver Hills and Lard Hill and was at the yard limit of Abbot Yard when he recovered control.



Hill, the helix (left), Exeter, upper level (rightt)  
that they had ever hosted and the layout performed very well. I would say the crews did well also, all things considered. A big thank you to the Mexico Train Works guys for their hospitality and kudos on the layout.

It appeared that everyone had a great time, this was the largest crew

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# Division Minutes

by Gregor Moe

## Meeting Minutes for January 16, 2017

Jim Ables, Superintendent  
Don Ayres, Assistant Superintendent  
Richard Velten, Paymaster  
Gregor Moe, Clerk  
Jon Marx, MCoR Director  
Ron Gawedzinski, Activity Coordinator  
Don Ayres, Publicity Chairman

**CLINIC:** David Lowell presented a clinic on model building techniques.

### **BUSINESS MEETING:**

Superintendent Jim Ables called the meeting to order. There were 28 members present two guest. Jim greeted our guest Dave Capps.

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

Minutes from the December 2016 meeting were available for review prior to the meeting start. Minutes were approved as written.

### **Treasurer's Report**

Rich Velten presented the December 2016 paymasters report. The opening balance was \$22,260.72. During the month we had total receipts of \$250.00 and expenses of \$1,034.25. Our closing balance was \$21,911.95. He gave a summary of the year's financial activities.

### **Merchandise Report**

Rich Velten reported we are out of wheel sets. Also on hand are NMRA N-gauge standards, and NMRA HO gauge standards.

### **RPO Report**

The winter edition is being finalized and will be published soon. John has set 1 April as the deadline for the spring edition submissions.

### **Directors Report**

Jon Marx reported that he sent the membership report to officers. The regional convention will be held in Ames Iowa May 18-21 2017. The region convention is looking for clinics. The convention registration will be \$90 includes the convention and the banquet. He modeled the regions new shirts.

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

There was no report as Phil Bonzon was not present. John Carty has volunteered to be the achievement chairman.

### **Publicity Chair Report**

Don Ayres requested volunteers to support

our table at the Great Train Show in St Charles 18-19 Feb 2017. He reminded everyone of the Boeing show in March.

### **Outside Activities Report**

No Report

### **Old Business**

- The 2020 convention is still tabled
- Jim brought up the number of members attending each side of the river. He also showed that the division numbers increased this year.
- He brought up whether we should just have just quarterly business meeting. The discussion tended to disagree and that the present format was fine and the group voted to keep the present format.
- Hank Kraichely and Don Ayres brought up the proposal to have a boot camp for model railroading. A committee was appointed to look into the proposal.

### **New Business**

- Hank Kraichely and Don Ayres brought up the proposal to have a boot camp for model railroading. A committee was appointed to look into the proposal.
- Jim said a new contest chairman is needed. Bill Wagner and Tim Stout volunteered.
- Oestreich volunteered to head the operation day program and get it moving again.
- Upcoming clinics: Don Ayres said that Jon Marx will present an intro to scratch building.

### **Drawings**

50/50 winner: Bob Miller

Gift Card winner: Jon Marx

Meeting adjourned.

Respectfully Submitted,  
Gregor Moe,  
Clerk, Gateway Division

## Meeting Minutes for February 20, 2017

Jim Ables, Superintendent  
Don Ayres, Assistant Superintendent  
Richard Velten, Paymaster  
Gregor Moe, Clerk  
Jon Marx, MCoR Director  
Ron Gawedzinski, Activity Coordinator  
Don Ayres, Publicity Chairman

**CLINIC:** Jon Marx presented his clinic on scratch building.

### **BUSINESS MEETING:**

Superintendent Jim Ables called the meeting to order. There were 25 members present

and one guest .

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

Minutes from the January 2017 meeting were available for review prior to the meeting start. Minutes were approved as written.

### **Treasurer's Report**

Rich Velten presented the January 2017 paymasters report. The opening balance was \$21,911.95. During the month we had total receipts of \$144.48 and expenses of \$72.00. Our closing balance was \$21,984.43.

### **Merchandise Report**

Rich Velten reported we are out of wheel sets. He has a supply of NMRA gauges on hand.

### **RPO Report**

John has set 1 April as the deadline for the spring edition submissions.

### **Directors Report**

Jon Marx reported the division member ship report had been sent to the officers and he had recertified the officers.

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

Merit awards were presented to Dave Roeder, Jon Marx and Gregor Moe.

### **Publicity Chair Report**

Don Ayres reported the next show will be the Boeing show March 11 2017 and he is looking for people to work the show.

### **Outside Activities Report**

There was no report as Ron was not present.

### **Old Business**

The 2020 convention is still tabled  
The model railroad university committee is working on ideas.

### **New Business**

Don Ayres made a motion to give a donation to K-10 for the outside activity they hosted Dave Roeder second it. The motion passed. Some ideas for future outside activities were proposed were the Quincy club and the Iron Spike Museum in Washington, Mo. Phil Bonzou said he had a 5' by 8' partially finished layout he wondered if the group would like to finish and raffle off. The idea was postponed till the group can figure out how to transport it.

Dave Roeder said that in order to have a layout on display for an NMRA event he has to be a NMRA member so the insurance can cover them and the group.

Chris Ostrich is working setting up another operating session.

Next month's clinic will be by Bill Linson telling the wives how to dispose of the layout in the basement when the owner passes.

### **Drawings**

50/50 winner: Jim Ables

Gift Card winner: no gift cards available.

Meeting adjourned.

Respectfully Submitted,

Gregor Moe,  
Clerk, Gateway Division

## **Meeting Minutes for March 20, 2017**

Jim Ables, Superintendent  
Don Ayres, Assistant Superintendent  
Richard Velten, Paymaster  
Gregor Moe, Clerk  
Jon Marx, MCoR Director  
Ron Gawedzinski, Activity Coordinator  
Don Ayres, Publicity Chairman

**CLINIC:** Bill Linson presented "What Now" focusing on the basics of disposing the model railroad, memorabilia, and railroad stuff after the passing of the modeler .

### **BUSINESS MEETING:**

Superintendent Jim Ables called the meeting to order. There were 39 members and 11 guests present.

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

Minutes from the February 2017 meeting were available for review prior to the meeting start. Minutes were approved as written.

### **Treasurer's Report**

Rich Velten presented the February 2017 paymasters report. The opening balance was \$21,984.43. During the month we had total receipts of \$52.15 and expenses of \$720.25. Our closing balance was \$21,316.33. He explained that the big expense was for the division web site.

### **Merchandise Report**

Rich Velten reported we have a few old 36" wheels on hand. Also on hand are NMRA HO and N gauge standards, and NMRA OO-On3 gauge standards.

### **RPO Report**

John has set 1 April as the deadline for the spring edition submissions.

### **Directors Report**

Jon Marx reported on the division member ship report had been sent to the officers.

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

There was nothing new on the achievement

program to report.

### **Publicity Chair Report**

Don Ayres thanked the people who worked the Boeing show. He requested volunteers to man our table at the upcoming RPM meet.

### **Outside Activities Report**

Ron Gawedzinski reported that the NHRS group was looking to use their money to fund a couple of possible tours rather than the joint picnic this year. He stated that the division members would be welcome on the tour and would let the officers know what was decided.

### **Old Business**

The 2020 convention is still tabled

Don Ayres reported the Railroad University was still in committee.

The division has been offered an 8x5' Jim Ables asked for a member to coordinate the finishing of the layout no one volunteered.

Chris Oestreich is looking for layout for the next operating session.

Jim asked for someone to chair the fall meet again no volunteers.

The k-10 donation was sent out in March.

In region business Hank Kraichly said the Turkey Creek Division will be sending out an e-mail to the region members and that the region is looking into limiting this option.

### **New Business**

No new business was brought up.

Next month's clinic will be Brian Post on JMRI updates and operations with JMRI switch lists.

### **Drawings**

50/50 winner: Gregor Moe

Gift Card winner: Sue Linson

Hank Kraichly won a foam cradle from

Meeting adjourned.

Respectfully Submitted,

Gregor Moe,  
Clerk, Gateway Division

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## **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](http://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 ([rpo@gatewaynmra.org](mailto:rpo@gatewaynmra.org)).

## **Mon., May 15, 2017**

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

Clinic: Carl Wessel will give a talk on Traction Power (e.g., Metro Link) overhead power rail system which uses overhead wire(s). Some the topics Carl will touch on are, what is it, how does it operate, and modeling possibilities. Carl's has worked on traction systems since the mid 80's and worked on projects on the NorthEast Corridor(Amtrak) project in Maryland to Mass. and MBTA System in Boston. His work experience includes New Jersey Transit, Metro Link, and Metro Transit.

## **Saturday, Jun 10, 2017**

**5th Annual Train Show to benefit the American Heritage Railroad**, American Farm Heritage Museum, 10am - 4pm, 1-70 at Hwy 127 (Exit 45), Greenville, IL (follow signs after exiting), Admission: \$4.00. Children under 12 free, Free 1-mile train ride with every paid admission

## **Mon., June 19, 2017**

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

Clinic: Rob Kurtz will continue Brian Posts excellent presentation on JMRI's Panel pro with discussion on how he automated signaling on his N scale model railroad.

## **Fri. & Sat., June 23 & 24, 2017**

### **St. Louis Railroad Prototype Modelers Meet, Collinsville Il.**

Gateway Convention Center

Meet starts at 9:00 both mornings and ends at 9:00 on Friday night, 5:00 Saturday afternoon.

\$25.00 admission for both days, \$20.00 for Saturday only, kids under 13 free with adult admission.

Bring your models, finished or in progress, for display and discussion.

This year features 22 clinics by nationally-known modelers and historians and great local talent. Presentations begin at 9:30 a.m. both days. This year features Tony Thompson, Bernie Kempinski, Dan Holbrook, David Lehlbach, Ted Culotta, Ed Hawkins, Clark Propst, Matt Herman, Paul Ellis, Ryan Crawford, Rob Adams and more, all discussing the prototype and how to model it.

Presentations begin at 9:30 a.m. both days.

For LOTS more information visit < <http://home.mindspring.com/~icg/rpm/s/rlrpm2011.htm> >

You can also contact John Golden at < [Golden1014@yahoo.com](mailto:Golden1014@yahoo.com) > or Lonnie Bathurst at < [Bathurst@litchfieldil.com](mailto:Bathurst@litchfieldil.com) > or call 217 556 0314.

## **Sat. & Sun., June 24 & 25, 2017**

**Galesburg Railroad Days Train & Toy Show**, Galesburg High School Fieldhouse, 1242 W Dayton Street, Galesburg, IL, Saturday, Jun 24 9am-4pm; Sunday Jun 25 10am-3pm

Admission: \$5. Kids under 12 free

[www.galesburgtrainandtoyshow.org](http://www.galesburgtrainandtoyshow.org)

## **Mon., July 16, 2017**

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

Clinic: Dale Dewitt will talk about his techniques for model photography.

## **Sat. & Sun., July 22 & 23, 2017**

**Great Train Show**, Belle-Clair Fairgrounds & Exposition Center

200 S Belt E, Belleville, IL, 10am - 4pm both days.

Admission: Saturday \$10 (good for both days); Sunday \$9.

Children under 11 free

(The Gateway Division will have a table at the show and we need volunteers to man it. Please contact Don Ayres, [ayresd1@charter.net](mailto:ayresd1@charter.net) if you're interested in helping out)

## **Mon., August 20, 2017**

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

Clinic: Gregor Moe will present on Terraforming.

## **Mon., September 17, 2017**

**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., October 15, 2017**

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

## **Sat. & Sun., October 27 & 28, 2017**

**27th Annual Greater St Louis Metro Area Train Show**, Kirkwood Community Center, 111 S Geyer Road, Kirkwood MO,

Saturday, October 28, 10am - 5pm,  
Sunday, October 29, 11am - 4 pm,  
Admission: \$7 All kids and students with IDs are free

www:[mvns.railfan.net](http://mvns.railfan.net)

## **Sat., November 4 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.*

## **Sat., November 18, 2017**

**Toy Train Show and Swap Meet**, Columbia Senior Activity Center, 1121 Business 70 East, Columbia MO, 10am - 3pm

Admission: \$4, Children under 12 free

## **Sat., November 18, 2017**

**Dupo Train Show**, 200 S 5th St, Dupo, IL, 9:30am - 2 pm

Admission \$3, children under 12 free

## **Mon., November 19, 2017**

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

## **Saturday, December 2**

**Great St Louis Christmas Train Show and Food Drive**, Immanuel

Lutheran School, 9733 Olive Blvd, Olivette, MO, 9am-3pm

Admission: \$5 or \$4 dollars with donation of nonperishable food item. Children under 12 free.

## **Mon., October 17, 2017**

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

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## **NMRA MCoR Region & 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. 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](http://www.gatewaynmra.org)

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

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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)

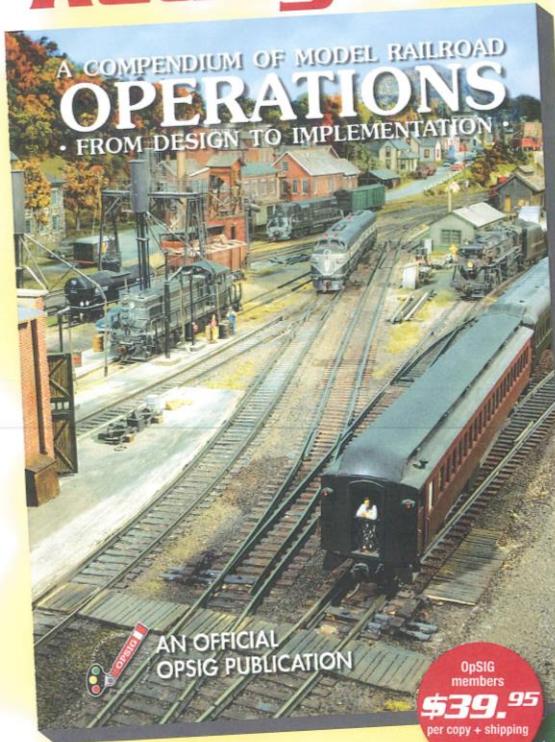
### **Division Director**

Jon W. Marx (Kathy)



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