RPO

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RPO

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Editor: John Carty

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

Submission deadlines:

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

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On The Cover

photo by Richard Schumacher

Live Steam in the Forest.

In This Issue

Director's Reflections

By David C. Lowell

To MMR or not to MMR?

Unfortunately, again, before I dive into the subject of this column I would like to express that I hope each of you and yours are well and have successfully avoided any impact from the COVID 19 pandemic. But a wish made knowing, however, that some have already been affected directly and/or indirectly. To those who have been affected I wish the best. To everyone else be careful and stay safe. It appears there is light at the far end of Cascade Tunnel.

MMR. What do those three letters mean? Literally MMR is the abbreviation for Master Model Railroader. But what does working toward and becoming a MMR really mean? I am sure it is something a little different for each of us. I will share the perspective I have gained while working towards achieving my MMR.

Let us start with the empirical definition. That would be the completion of 7 out of 11 Achievement Program (AP) Certificates. With each certificate containing a set of clearly defined

tasks. Award of the AP certificate acknowledges successful completion of the specific criteria codified in the formal requirements of that standardized achievement benchmark. Not unlike my Eagle Scout Badge, or my LEED certification or other professional and trade certifications. This established structured program allows anyone who is familiar with it, in this case other members of the NMRA, to understand something about you and how you participate in the hobby. Now let's explore the more nebulous components of achieving a MMR.

Well there is bragging rights that you are at least an average modeler. That's right I said average. Ryan Moats, the Mid Continent Region's Secretary, who usually chairs the Celebration (Contest) Room at Regional Conventions says that Merit Awards, which are the basis for many of the MMR requirements, are equivalent to C minus level work (87.5/125 points = 70%). Now keep in mind I believe his motivation for pointing this out is not to belittle the quality of members work since so many score closer to the top end of the range with their efforts. But exactly the opposite, to point out that Merit Awards are reasonably achievable for all.

Achieving your MMR certainly puts you in elite company. It makes you one of only 669 NMRA members currently listed on the NMRA website to achieve their MMR since the MMR program was started in 1961 out of some 18,000 current members, or 3.7% of the current active membership. When you review the list of MMRs on the website (www.nmra.org/master-model-railroaders) you will see some names that you will recognize who have been, or are giants in the hobby. More importantly you will also see many more names that you will not recognize, because they are just rank and file model railroaders like you and me.

There has also been the joy and relaxation during the time spent at my model bench when I tune out the rest of the world and used my favorite F words over and over. No, not that one, I mean file and fit. Pursuing my MMR has helped me to prioritize some projects and helped me to make a concerted effort to make time to work on my hobby which has resulted in a great sense of accomplishment, a number of pieces of unique rolling stock, locomotives, new skills and even my role as Director.

And last, but certainly not least, it also gets you into a special reception at the national convention, and to me, well that is just the cherry on top.

What I think achieving my MMR really means to me, and I would hope to others as well, is the satisfaction derived from the process of expanding your skills as a model railroader and learning to push yourself to try new tasks and explore areas of the hobby you may not have been as familiar with. And with every successive foray into previously un-attempted processes hopefully the hesitation you may feel to try new things decreases and improves your willingness to try new tasks or skills that you may have previously shied away from. The result, in additional to the satisfaction already mentioned above, will hopefully be acquiring skills so that building your dream model railroad may be more enjoyable and less of a perceived struggle, or even allowing you to be able to apply these new skills to help friends with their model railroads.

If you are not already an MMR, I invite you to join me on the journey to achievement. If any of the above

sounds intriguing and you want to know more about the process go to the NMRA website under the achievement page and see. https://www.nmra.org/education/achievement-program. The Division, Region and National also have AP Chairs that can provide you with council as well as all current MMRs.

Don't be intimidated. It may seem like a lot at first, but break it down and it not. It's like eating an elephant, you just do it one bite at a time. And depending on your personality I suppose that you could also look at it as either setting a goal to attain or just enjoy the path it takes you along, or perhaps like me a combination of both. And if you have been a model railroading for a while you may have completed a lot of the requirements already and all you have to do is document them.

I admit I was very hesitant to start working on mine when I marked up to the NMRA in 2015. But after encouragement and guidance from some MMRs and other NMRA members I decided to look into it. I have been working on mine now for the past few years. To date I have received 3 AP Certificates and I have recently completed all the work for 2 more and just need to get my work judged (hopefully at the joint regional in June 2021 or at our fall meet in November 2021.) I will have completed my 3 year term as Director at the end of 2021 and that will be one more, leaving just one more to finish up for my MMR. I have truly enjoyed the journey and the folks I have met along the way who have selflessly assisted me. I have learned a lot and improved my knowledge and skills and feel the program has accomplishing what it was designed for. It has made me a better modeler and allowed me to enjoy model railroading to the fullest. But, like so many other things in life there is no definitive answer as to whether it may be what you are looking for. But there is no downside that I can see in at least exploring it. What it means to you and what you get out of it will be proportional to what you put in it. So, I encourage each of you to join me in this quest on whatever level suits you and Carpe Modelum.

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

Happy Rails

David C. Lowell

Director,

Gateway Division, Mid Continent Region

Nation Model Railroad Association

Under the Wire

By John Carty

This issue is very late, but I hope to be caught up by November. Wish me luck.

If you have anything you would like to share, please submit.

Thank you.

Chicago & Illinois Midland Altas Car Pusher

by David C. Lowell

Coal was the prime commodity of the Chicago & Illinois Midland (C&IM) and, in fact, the sole reason for its existence. The C&IM in its heyday was a wholly owned subsidiary of Commonwealth Edison. The C&IM was a key link in a supply chain designed to move coal as economically as possible from the mines of Christian County in central Illinois, just south of Springfield, to Commonwealth Edison's Chicago area electric generation stations. For over 25 years, the C&IM's hand off points for the coal had been through several different rail connections until a new link in the chain was forged. Between 1933 and 1949 the C&IM established a series of evermore efficient rail to barge transload facilities on the Illinois River at Havana Illinois. These facilities cemented the C&IM as the master link in this vertically integrated supply chain of Samuel Insull's Commonwealth Edison empire. And true to C&IM form, the C&IM performed it in a unique manner.

The C&IM had long dreamed of a rail to barge transfer facility on the Illinois River starting shortly after it became the C&IM in 1906. The C&IM had made several surveys westward from end of track in Compro, Illinois over the years to the Illinois River. However, not until 1933, was the C&IM able to make this dream of the intersection of rail and river a reality. The first C&IM transload facility materialized after the C&IM purchased the northern half of the defunct Chicago Peoria & St. Louis (CP&StL) in 1926. That gave the C&IM access to the Illinois River at Havana Illinois where the C&IM built its first rail to barge transfer facility.

Dock A, as it was called, was a crude affair. It consisted of a single track atop a hastily constructed trestle-like structure that extended over a V-shaped pit dug along the riverbank.

A view looking west shows the two pushers at the approach to the rotary dumper and the mule pit. The mule would come out of the pit from behind the coal car after it had passed over the mule. A long steel arm with a knuckle on the end would push against the coupler and push the car up and into the rotary dumper. This process would push the empty already in the dumper out.

The pit was lined with sheet tin and at the bottom was a conveyor belt. The hoppers were pushed into position two or three cars at a time by a switch locomotive. Laboriously the dock men would manually open the hopper doors and the cargo would spill forth to the moving belt below. After manually

closing all the hopper doors the locomotive backed the cars out and sent another group up to the dumper. The belt in the bottom of the V below would move the coal toward a second belt that ran at a right angle to the first. That second belt carried the coal out to the barges that waited in a slough off of the main river channel which had been dredged to make it navigable. The barges would slowly be filled by these intermittent pulses of black diamonds. Not a very efficient operation but it showed that the concept was viable.

[Grab your reader's attention with a great quote from the document or use this space to emphasize a key point. To place this text box anywhere on the page, just drag it.]

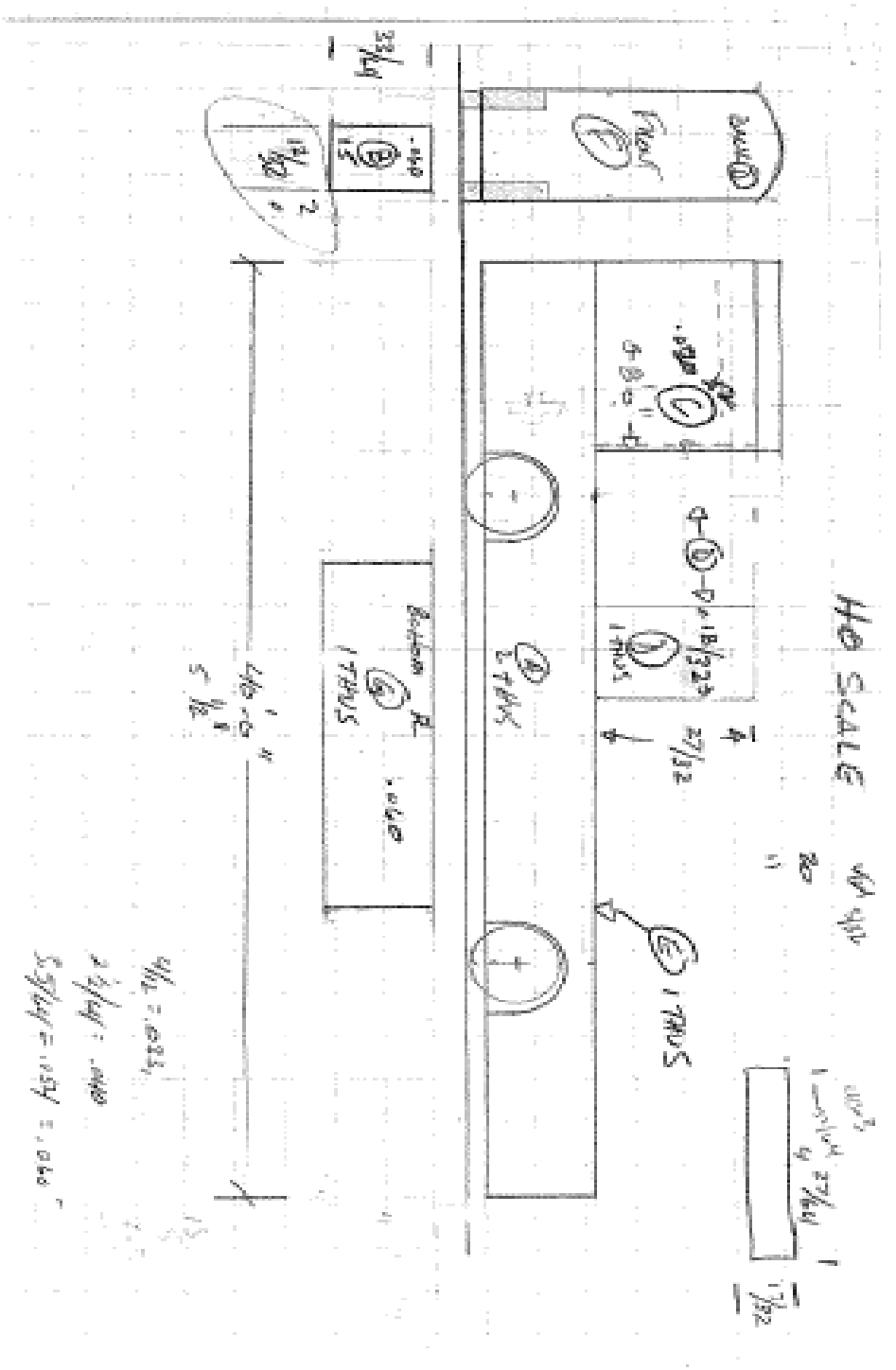
In 1937 the C&IM complimented Dock A's single-track capacity with an adjacent platform serviced by two tracks known as Dock B. Dock B sent its coal to a loading dock on the bank of the Illinois River itself. It was still the same basic process, but with increased efficiency, as loaded hoppers were pushed into place via the load in-track. After that, the empties drifted back out by gravity to the empties-out track. This increased capacity, along with Dock A, was enough to warrant the addition of a river tugboat to tend the barges. Thusly the *Quiver* was added to the C&IM's equipment roster.

This was the basis I used to calculate from. Standard gauge on the left and the pusher track on the right

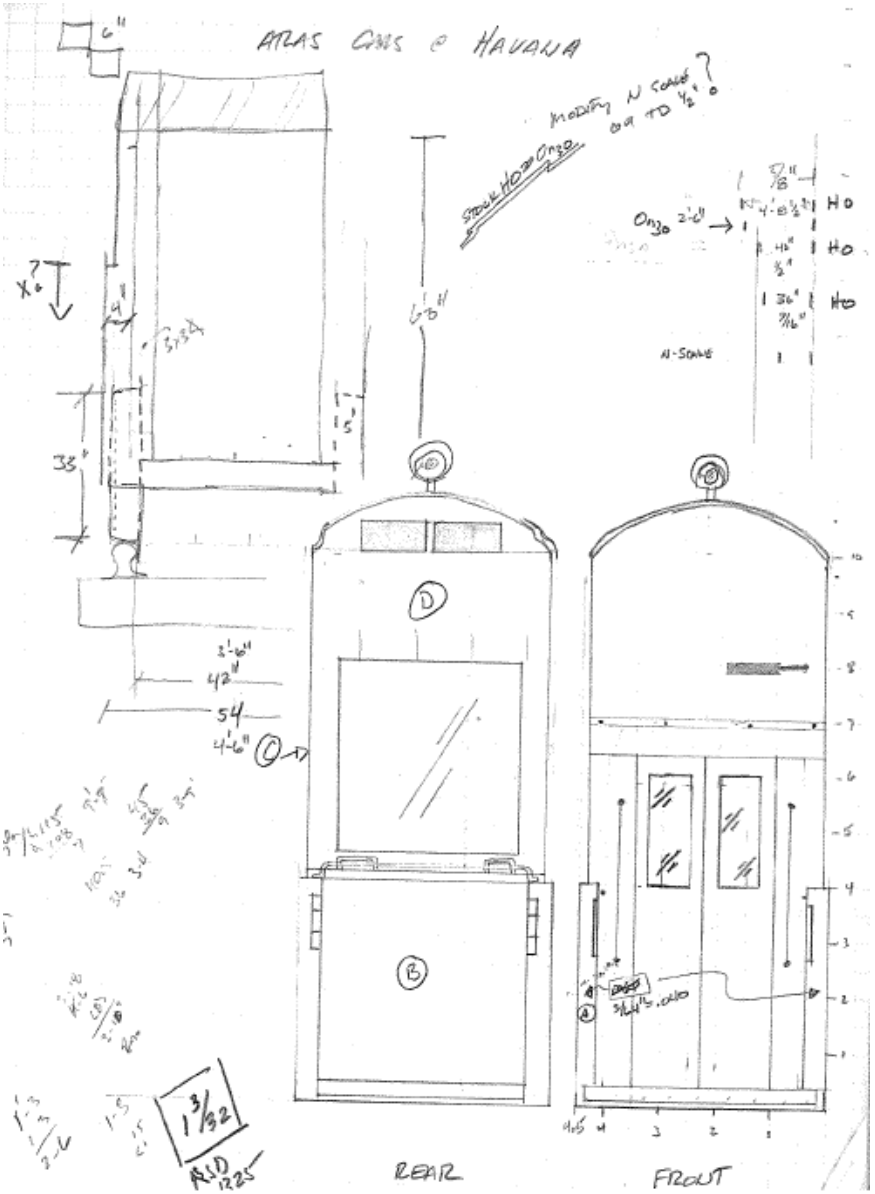
A view looking east toward the river. The mule pit is in the center and the dumper is at the top of the incline.

In December 1949 a rotary dumper, or Dock C, came online to entirely replace Docks A & B. Dock C was a modern high volume Wellman rotary dumper with several automated accompanying processes to expedite the unloading of cars. Dock C remains in service to this day. There have been, of course, several operational changes made since it was first put into service. One of the changes involved the elimination of two pieces of unique equipment that were state of the art in 1949. That equipment consisted of a pair of custom-built traction car pushers.

These car pushers were built by the Atlas Car and Manufacturing Company

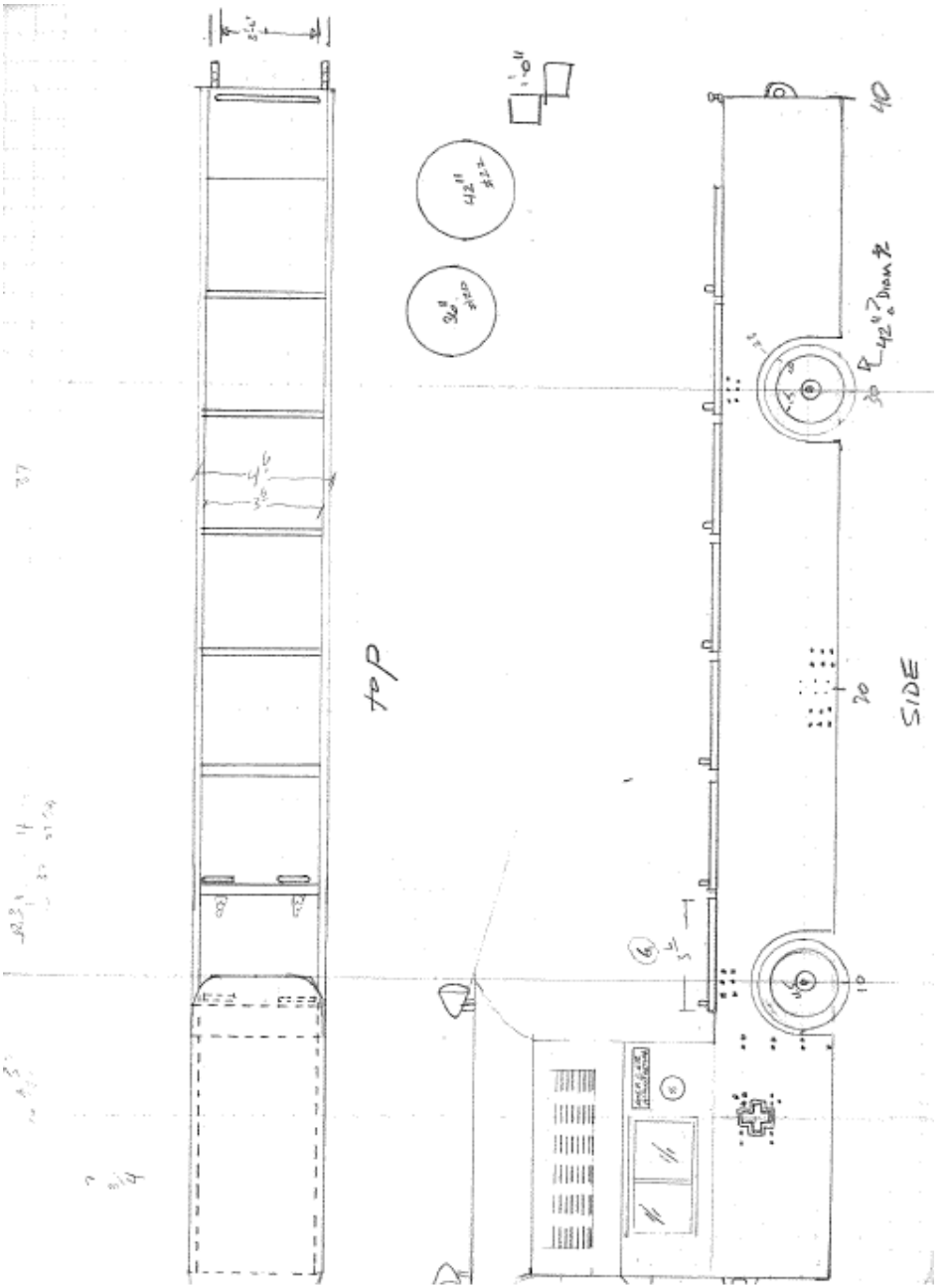


of Cleveland Ohio. These unique pieces of equipment saw service from the opening of Dock C in 1949 until the early 1990s. After that they were replaced by remote-controlled SD-9s after the SD-9s were recalled from the storage track at the Springfield Illinois engine facility and re-built. The Atlas car pushers were still in active service when I toured the property in April 1991. As is the case with many of the other pieces of equipment from the C&IM's unique equipment roster, very little information is available on these pushers. Pictures of several similar models can be found at



http://www.northeast.railfan.net/diesel110.html.

I have been unable to find any scale drawings. Few photos exist other than the photos I took during my on-site visit. This lack of information creates



an interesting dichotomy for the model railroader. It is negative in the sense that no definitive information is available to help define what is needed to scratch build one of these pushers. Yet, it is good in the sense that the lack of information allows some modeler's license to be the utilized when building a model of one.

Like most projects, I first visualized how it would go together. I considered the materials and then hunted around for a pre-built model I could modify. Finding none, I got out the graph paper and began drawing out how to scratch build one.

Step one was to pull out the photos I took when I toured Dock C in April 1991. Eventually, after spending way too long reviewing all the photos taken on that beautiful warm day, the best photos of the pushers were selected. Then scanned into PDFs so I could print them back out and start drawing all over them.

I used the pictures as canvases to mark up and scale because I had no scale drawings to work from. This process allowed me to approximate how long, how wide, and how tall the pushers were as well as track gauge and correct wheel diameter. Fortunately, the pictures were from multiple angles and most of the details were clearly recorded.

The two pushers ran on their own narrow-gauge tracks which were directly adjacent to the standard gauge tracks that the coal cars were staged onto before being fed by the pushers to the mule that ran the loaded coal cars into the dumper house. The mule is a single truck device with a long steel arm with a concave end that would come out of a pit to push the loaded coal cars up into the dumper. Knowing the standard gauge, I extrapolated the gauge of the pusher's tracks which appeared to be approximately 36-inches. After that, most of the dimensions on the pushers themselves came into focus as well.

With all the scaling and dimensions worked out it was now time to draw up the pusher and figure out the fabrication process and sequence. I grabbed my trusty graph paper spiral notebook and created the drawings by working through as many details as I could. While drawing it, I considered which materials would work best to make each of the major components. I settled on styrene for the majority of the pieces with a few made from paper. I had a pretty good store of sheet and strip styrene on hand. Everything else could be found at my local hobby shop which has a nice Evergreen Scale Models styrene display. The pusher does not have a complicated exterior

Looking out the rear window of the south pusher's cab it is easy to see what I believe are the battery hatches. Batteries in the body of the pusher would serve two purposes. Storage of electricity to help with high amp starts and ballast.

shell to build. There really are not a lot of details like on diesel or steam locomotives. Therefore, the drawings came together pretty quickly.

Once the drawings were done, it was time to cut out the pieces. Having already drawn them once, it was relatively easy to redraw them directly onto the sheet styrene. Then after I'd verified the drawings, I cut them out.

On the cab front, I scribed-in the details for the doors and cut out the door windows. On the cab sides and rear, I cut out the windows as well.

The back deck is where all the hatches for access to the batteries are located. At least I surmised that was the reason for the hatches. It would make sense since it was obvious from my pictures the pushers got their power from a third rail. The batteries on board would serve as ballast since lead batteries are very heavy and they would also store power for the added amperes required to get a loaded 70 Ton gondola started and rolling. My other theory is that only a short strip of the track had a third rail in an attempt to save money on the installation. The batteries, therefore, allowed them to operate on the full extent of their track. Either way, the battery access hatches themselves were comprised of simple rectangles of sheet styrene. After that, each of the hatches only needed a pair of hinges made from paper plus a pair or handles bent from .010 phosphor bronze wire.

This south side view of the north pusher gives pretty good **overview of this special machine. A small cab in the front, where the operators would** stand. The large rusty cross just below the cab window is the solid steel arm that would extend to hook the coal cars and push them forward. The louvered area above the cab is, I believe, were all the relays and capacitors for the controls would be. The little round silver disc behind the cab window is a spotlight.

This view shows the bi-fold door used to allow access to the operators cab and the cover over the electrified rail in-between the rails is visible too.

Above the operator's cab was the location of the relays and other electrical gear. I modeled the access doors for this area closed, though I had

seen a picture of them being propped open on what looked like a hot day. By modeling them closed nothing more was required than to make the vents which were stamped into the doors and look like the vents in a Diesel locomotive's long hood access doors. For this purpose, I used standard water slide rivet sheet vent decals from Micro-Mark.

The curved roof was cut from a single piece of .010 sheet styrene and glued in place. I added clear styrene to the inside face of all the cab windows. I then made an awning over the doors from a piece of paper.

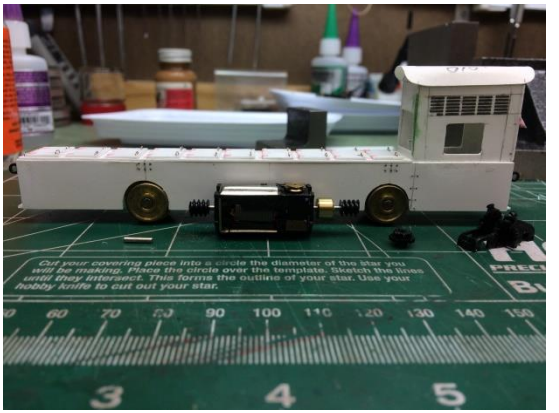
The remainder of the exterior details consisted of a spotlight on the pusher arm side of the cab which I made from a piece of miscellaneous round concave scrap plastic, painted silver on the inside, and filled with Testors clear window glue for a lens. The extendable pusher arm was constructed from four pieces of stock styrene angle glued together and then slotted into a similar shaped opening in the pusher's side. It actually does move in and out manually. Some tow eyes, two front and two rear, were made from the screw mounting eye off the side of a Kadee #5 coupler. A whistle from my spare parts bin installed above the cab door. Front and rear footboards were made from styrene strips. Lastly, I installed a couple of grabs

A look inside the operator's cab.

next to the cab door and a few rivet details.

The drive mechanism was a bit more of a challenge because I had impatiently gotten ahead of myself and completed the body before I had really thought about the drive. After contemplating it for a while, I looked into a Stanton drive (powered truck) by Northwest Short Line. I had had previous success with mounting some under a brass EMD RS1325 but after careful review of the technical specs even their N scale offerings would not work. Next, I spent some time on the internet where I discovered Bull Ant Drives by a guy in Australia. At that time, he was independent and now it appears his drives are available through several hobby dealers. He has a number of standard mechanisms and can also make a custom drive. I took a pass on these because I was not sure if I requested a custom drive that it would work. Primarily because I was not sure what I was doing. But seriously, when had I ever let that stop me.

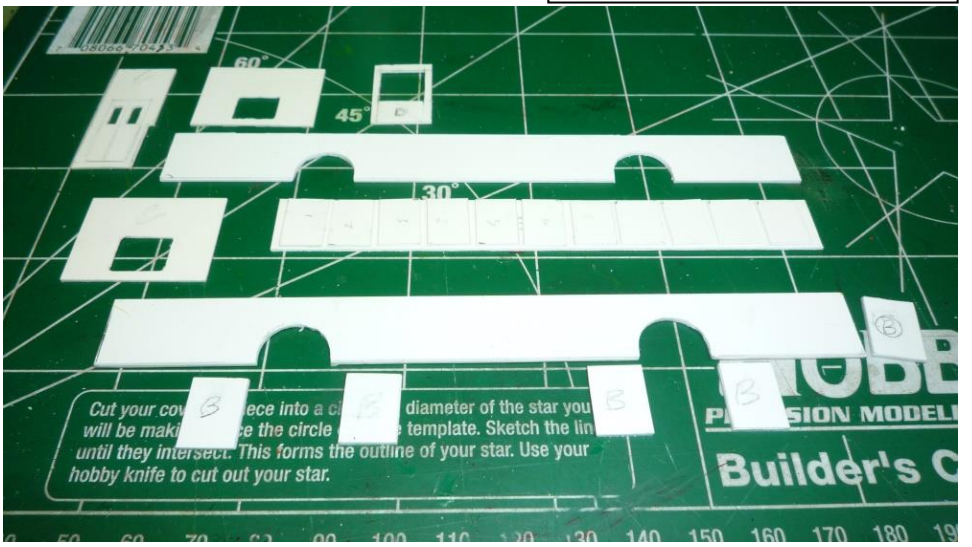
My final option that I had come up with was to try and repurpose a drive out of an N scale locomotive. I thought to attempt this first because it would



Figuring out how to repurpose the N-scale sw1200 drive into the pusher

probably be the least expensive as well as the easiest to literally get my hands

All the primary pieces cut from the stock styrene and laid out



on to in order to determine if it would work. I went to a local train show and found a vendor selling used N gauge equipment. I rummaged through the large pile of pre-owned models until I found a DC SW1200 switcher. Eureka! I think?

I took the little bugger home and commenced deconstruction of the unit. Once I got it pieced out, I laid out all the components on my model table then looked at them to try to figure out

how to reconfigure them to

work. The most obvious first step was to see if the motor would fit. To my great surprise it did like it was designed for it! It slid neatly into the shell. Honesty, I probably could not have made it fit any better had I tried to. Mark one up to dumb luck.

After I started the quest to figure out if the SW-1200 drive would work, I made the decision that I was only going to need to power one of the two axels. Only the one axel would need to be powered since a plastic 70-ton gondola only weighs in at a little over 4.25 ounces. So, the next step was to use the parts available from the SW-1200 to transfer the motion of the worm gear on the motor shaft to the drive wheels. I was able to flip over the truck frame assembly and cut off the top part of it in order use it in that inverted configuration. This allowed me to reuse the exiting meshing gear on the axel to mate back up with the worm gear. It also allowed the axel to be dropped and the worm gear to fit above the axel.

Now I needed to figure out a way to hold it all in place. I had some small diameter brass wire I thought I could make a pin out of in order to run it through both sides and the truck and car body. I drilled a #79 pilot hole through the car body and the truck to make sure I got it aligned before enlarging the hole to its final size to accept the wire. When I was done with the pilot hole, the truck was so firmly set I simply left the #79 drill bit in place. Then I slowly pulled it back until it was just below flush on one side. I then nipped it off flush with the other and pushed it back until it was flush on both sides.

The last challenge was to hold the axel and gear tight against the worm drive.

The canopy above the doors is made from a used Micro-Mark paper bad order tag. The black on the side of the cab above the windows are Micro-Mark louver decals.

This was necessary because I had removed the part of the truck frame that would have served that purpose. I fashioned a bent wire to hook over both ends of the truck frame which then dipped down under the axel to hold it, as well as the axel gear, up tight against the worm gear. It was definitely not the type engineering you would be likely to see at EMD or GE, but it worked in this application.

I was really close now with just one more hurdle to clear. I needed to use 42-inch HO scale wheels on an N scale drive axel. I looked around for a

number of things from which to fabricate a bushing. Everything I came up with seemed to suggest potential alignment flaws which would create wobble in the wheels. So, I reached out to the machine shop foreman at the Webster Groves and Fenton Railroad, Dave Roeder. He turned a couple of bushings out from some material he had on hand and they fit the bill.

The hinges on the battery are also made of used Micro-Mark paper bad order tag and the handles are .010 wire.

The shell was complete. The drive was complete. Now it was time to paint the pusher and finish up. The paint job was easy, light gray on the entire body and black for the brass wheels. I added a little light weathering for good measure, and it was all done.

And it even ran.

In the end, it was a relatively simple scratch project, not overflowing with detail. Yet, when in place at my Havana dumping facility, it will add completeness to the scene.

I elected to paint mine gray in the as delivered color vs the later repaint in C&IM green.

The final drive assembly mounted in the body. Just above the front axle you can see a used twist drill to hold the front drive mechanism in place. It was later cut to the same out to out width of the body and is nestled in with the rivet pattern to camouflage it.

Happy Rails.

Railroad Car Causes Much Comment by Public Viewers

by Venita Lake

Dave Roeder's article in the last *RPO* about modeling an inspection car reminded me of a newspaper in my father-in-law's archive of his career as an employee with the Rock Island Railroad. Richard E. Lake, Jr. moved around much of the territory served by the Rock and he was a vocal promoter of the road and especially of safety. This title is the headline of an article published in the *Wichita Beacon* on Tuesday, March 30, 1954, with a photo and caption, "FISH OR FOWL--- Presenting a confusing picture to casual observers is this Rock Island inspection car designed to travel on standard gauge railroad tracks. Standing beside the vehicle are R. E. Lake, El Reno, Okla., trainmaster, and L. B. Burris, Wichita agent.

The 1948 Ford was a standard automobile that "makes like a train." It was equipped with "railroad wheels" [newspaper vocabulary] mounted on a special frame to be used as an inspection car between El Reno, Oklahoma, and Herington, Kansas. L. B. Burris, the Wichita agent, explained, "Whenever the car is on the track it's scheduled just like any of our trains. We travel along at 50 miles an hour. And it's about the only car in the world in which you can turn completely around and visit with passengers in the back seat in absolute safety." When the car got to the end of the line, a special, built-in hydraulic jack enabled the body to be pointed the other way without moving the wheels from the track. R. E. Lake, Rock Island train master from El Reno, admitted the car presents a confusing picture to the casual observer.

An inquiry I made to the Kalmbach Library in 1997 produced a page from the *Rock Island Color Guide to Freight and Passenger Equipment* showing a 1946 Ford with the Rock Island herald numbered 584 on each side and as a rear license plate at Eldon, Missouri, photographed in August 1958. It states that these cars were intended for use only on the rails. They were equipped with special steel-flanged rubber tires which appear to be regular auto tires. "Brooms were suspended from the bumper to sweep away small debris that might derail the car or adversely affect what must have been a pretty rough ride."

Division Minutes

by Thomas Ose

Meeting Minutes for October 19, 2020

Superintendent: Willie Richter
Assistant Superintendent: Dan Knipp
Paymaster: Bill Levine
Clerk: Thomas Ose
McoR Director: David Lowell
Activity Coordinator: Ron Gawedzinski
Publicity Chairman: Jim Ables
Membership Chairman Bill Linson
AP Chairman: John Carty
Contest Chairman: Chris Oestreich
Business Meeting:
At 7:01pm superintendent Willie Richter called the Zoom meeting to order.
Membership Chair Report
Dave Lowell reviewed membership standing and details are attached.
Minutes of Previous Month's Meeting
Minutes were approved by Thomas Ose and Bob Miller

Treasurer's Report
The treasurer's report for July was discussed by Bill Levine and is attached for review. The ending balance was
$28575.91. Report was approved by Carl and Walter
Achievement Program (AP) Report
John Carty not present and nothing to report.
Publicity Chair Report
Bellville Garage Sale was mentioned.
Outside Activities Report
Nothing to report
Old Business
1. Donations to support the hobby
1. WF&P Pandemic Support Fund - $200.00 were approved Jim Ables and Bob Miller
2. Big Bend Club roof repair- $200.00 were approved Thomas Ose and Jim Ables
3. Museum of Transportation – Tabled until next meeting when we have more information Jim Ables
and Thomas Ose
2. New Division lap top – Jim Ables announced that he missed the good sale and will continue searching.
3. Elections – Jim Ables is chair and needs two assistants for candidate search and tallying the responses.
Gateway Division:
http://www.gatewaynmra.org
MoCOR: http://www.mcor-nmra.org/ NMRA: http://www.nmra.org/
New Business
 Invite Mid Missouri group, already working (one attendee) and meeting notices will be sent out.
 Abbreviated business meetings.
◦ We will have a full business meeting every quarter
◦ All others will be shortened to cover only action items.
Drawings
50/50 winner: none Gift Card winner: none
Clinic:
Dave Lowell presented "Chicago & Illinois Midland History and Operation"
Next month Pete Smith will provide a virtual tour of his "Loon Lake Railway & Navigation Co." layout.
Meeting adjourned at 7:25pm
Respectfully Submitted,
Thomas Ose
Clerk, Gateway Division

Meeting Minutes for November 16, 2020
Superintendent: Willie Richter
Assistant Superintendent: Dan Knipp
Paymaster: Bill Levine
Clerk: Thomas Ose
McoR Director: David Lowell
Activity Coordinator: Ron Gawedzinski
Publicity Chairman: Jim Ables
Membership Chairman Bill Linson
AP Chairman: John Carty
Contest Chairman: Chris Oestreich
Business Meeting:
At 7:03pm superintendent Willie Richter called the Zoom meeting to order. Reminder was given that meeting
may be recorded.
Membership Chair Report
Dave Lowell reviewed membership standing and details are attached.
Old Business
1. Donations to support the hobby
1. WF&P Pandemic Support Fund - $200.00 were approved Jim Ables and Bob Miller previous meeting
2. Big Bend Club roof repair- $200.00 were approved Thomas Ose and Jim Ables previous meeting
3. Museum of Transportation –
1. Amber Johanson - Thank you so much for thinking of the National Museum of Transportation. We
can certainly use your lovely gift of $200, and if you prefer it be given to a model railroad project
it is always very helpful in setting up our holiday display in our Orthwein visitor Center or giving to
our greatest need fund would be extremely helpful during these difficult times. You can just let
me know your preference and I can make sure it is used correctly.
2. It was decided to Donate $200 in memorial to Richard Velton. Approved by David Lowel and Jim
Ables
2. New Division lap top – Jim Ables announced that he is still looking into it and is looking for a good deal.
3. Elections – Jim Ables is chair and announced that Bob Miller and Walter Beckman are his two assistants.
To date there have been no new candidates.
New Business
1. Regulation Changes
◦ Regulation changes were discussed as attached.
Gateway Division:
http://www.gatewaynmra.org
MoCOR: http://www.mcor-nmra.org/ NMRA: http://www.nmra.org/
◦ Dale Dewitt offered a number of comments that are attached.

◦ Bill Levin pointed out some spelling mistakes as attached.
◦ I was decided that the deadline for comments was to be the December Meeting and suggestion
and/or comments should be sent to Thomas Ose tmo@osemicro.com

Clinic:

Pete Smith – Touring the Loon Lake Railway & Navigation Co. layout.

Pete Smith presented a virtual tour of his Loon Lake Railway & Navigation Co. layout. The Loon Lake is a 1938 era,
freelance, logging and common carrier operation rendered in Sn3. The layout is about 22' x 26' in size and features
very detailed structures, scenery and some really unique bench-work. The Loon Lake was the cover article in the
July Model Railroad Craftsman**.**

December – Walter Beckman

Using 2-Part Epoxy for Modeling a River.
A novice's journey into the unknown.
(I'm following the instructions... what could go wrong?)

January – Dave Ackmann

3D Printing

Ever wonder what 3D printing can do for your model railroad layout?
Dave describes what he learned in the first few months of using his.

Still looking for presenters over Zoom. Contact Dan Knipp.

Meeting adjourned at 7:30pm
Respectfully Submitted,
Thomas Ose
Clerk, Gateway Division

Meeting Minutes for December 21, 2020

Superintendent: Willie Richter
Assistant Superintendent: Dan Knipp
Paymaster: Bill Levine
Clerk: Thomas Ose
McoR Director: David Lowell
Activity Coordinator: Ron Gawedzinski
Publicity Chairman: Jim Ables
Membership Chairman Bill Linson
AP Chairman: John Carty
Contest Chairman: Chris Oestreich

Business Meeting:

At 7:03pm superintendent Willie Richter called the Zoom meeting to order. Reminder was given that meeting
may be recorded.

Membership Chair Report

Dave Lowell reviewed membership standing and details are attached.

Minutes

Previous months minutes were approved

Financial

Report was approved and attached is latest report

Old Business

1. Election – Jim Ables reported that no new candidates have stepped forward. All Incumbents will continue
in current positions and ballots to go out in January.
2. Regulation changes
1. All suggestion have been received by Thomas Ose and attached to previous minutes.
2. All will be reviewed at the next Board Meeting
3. Suggestion was made to remove "Arrange to Deliver" and just leave it as will deliver.
4. It was mentioned that the regulations are not being followed and stated that the elections were to be
completed before the end of year. Jim Ables clarified that it was decided to postpone the elections
due to the pandemic and that was approved by the membership. All previous elections were
completed in a timely manner and according to the bylaws.
5. Any additional changes should be sent to Jim Ables for distribution.
6. Venita Lake submitted comments which are attached.
3. Laptop – Jim Ables reported that no new progress on this and at present no urgent need.

New Business

Gateway Division:
http://www.gatewaynmra.org
MoCOR: http://www.mcor-nmra.org/ NMRA:
http://www.nmra.org/
1. No new Business

General Announcements

1. Regional meet will be on June 17 in Tulsa.
2. RPO and Caboose Kibitzer are looking for articles
3. Regional Board meeting will be on Jan 9th and Jim Ables to send suggestion to be included in regards to
funding struggling divisions.
4. 22 Convention
1. Train Show will be in Collinsville.
2. Conference at either the Hilton or Marriott in St. Louis
3. Collinsville not large enough for both the train show and convention. Insufficient meeting and display space.

4. It was mentioned that the Train show for the convention was outsourced to Train Shows Inc.

Clinic:

Walter Beckman - Using 2-Part Epoxy for Modeling a River.
A novice's journey into the unknown.
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January – Dave Ackmann
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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**

Division Officers

Superintendent
Willie Richter
Assistant Superintendent
Dan Knipp
Clerk (Secretary)
Tom Ose
Paymaster (Treasurer)
Position open pending election
Division Director
David Lowell