

RPO

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RPO

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On The Cover

photo by David Lowell

C&IM Track Inspection car # 105 rolls past the freight house in Atterbery IL.

Article on recreating this car starts on page 8.

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Superintendent's Desk

by Willie Richter

I hate to start with the dreaded word COVID but the reality is that it is still affecting our lives. The Holiday party and the Gateway Division Train Show have both been cancelled. We thought that we would be able to resume in person meetings but the new spike in COVID cases has us holding up on that decision. The most important thing is the safety of our members. We continue to evaluate the situation and when we feel it is safe to resume, we will. We are all looking forward to meeting in person again.

Our ZOOM meetings have been going well. With very few hiccups. With that being said during the June meeting I had a crazy thing happen. When I was finishing up my portion of the meeting and getting ready to introduce the Clinic my internet connection dropped and I didn't know it. I probably talked for 3 more minutes before I realized it.

By the time I got reconnected we were 10 minutes into the clinic. I hope that others on the meeting are not having these sorts of issues. But I do realize that they happen from time to time.

Elections are coming up and we encourage everyone to think about what roles they can do to help with the division. I know that a few board members are not planning to seek reelection so some positions will be open. I don't view the election as trying to replace someone on the board. I view it as what can I do to help the board and what can I bring to the table. Every person has their own perspective and set of skills that we all can benefit from. So I ask that you consider running for a position.

Have a great rest of your year and stay safe.

Willie Richter

Superintendent, Gateway Division

Under the Wire

by John Carty, Editor

Obviously, I am still running behind.

Hopefully, I will be caught up by Summer.

Please send you submissions so I can fill the next issues.

John Carty
editor

Director's Reflections

By David Lowell

Director's Reflections Fall 2021

Rabbit Holes

In the October 2021 issue of the NMRA Magazine in my response to Cynthia's question of Why, Why, Why, Why I

wrapped up my comments by stating that one of the wonderful things about model railroading is the rabbit holes we can fall down within the hobby. I thought I would expand upon that a bit.

Pontificating about the hobby is one of those rabbit holes for me. And it's not one that I had ever thought I would be doing when I began a more serious pursuit of the hobby shortly after I was out of college in the mid-1980s. Or, as I have had the pleasure to do as Director for this column for the last three years (even though it probably seems longer to you guys). As a younger me I struggled with the written English language and I rarely would take the time to read anything either, a fact that made my mother who was an English teacher by profession.....well exasperated. Now I find pleasure in writing thanks to spell check and reading extensively about model railroading. Both of these rabbit holes give me access to so many facets of model railroading.

The rabbit hole of modeling is probably the one most frequented by me. But beyond the secondary passageway of learning the techniques and skills to build craftsman kits, scratch building, painting, and decaling, etc. etc. There is the rabbit hole of research required for the modeling of specific pieces of equipment and structures that has led to the rabbit hole of railroad history. The rabbit hole of historical exploration has both the narrow rabbit hole of the Chicago & Illinois Midland as well as the broader rabbit hole of prototype railroads across a wide range of geographical areas and eras. Rabbit holes like the story of Henry Flagler's Florida East Coast Lines and the huge engineering effort required to run that line out to Key West and then its undignified ending. Or the story of a

poor farm kid of Dutch heritage from Staten Island who started a global transportation network by ferrying passengers back and forth from Staten Island to Manhattan Island in a small sailboat. Or even the story of the Western Pacific and Union Pacific railroads. Racing against each other to build the second transcontinental railway (the first being the railroad across the Panama isthmus) with its engineering, business, and political intrigues. There are so many fascinating rabbit holes to pursue in railroad history.

Another extensive warren of rabbit holes exists under the heading of operations, both prototype and model. TT&TO, computer aided dispatching and Ops till you drops weekends. Aspects of signals (pun intended) starting with their development an meaning, the vast array of formats; Upper and lower quadrant semaphores, dwarfs, mast with single and multiple heads, signal bridges, interlockings and color position light signals as well as the backbone infrastructure and logic to operate them, all quite fascinating.

The rabbit hole of the study of prototype engineering marvels like Cajon and Tehachapi passes. The Eads Bridge, New York City's Grand Central Terminal, St. Louis Union Station, Cascade Tunnel, Thirty-five and a half mile long Gotthard Base Tunnel in Switzerland, Horseshoe Curve and so many many more.

The rabbit hole of train spotting and the photography that can go with it. In fact, I was just recently at a slide show for 4

hours (it went on for two more after I had to leave) of mostly just this year's pics of one such enthusiast. To be able to enjoy the pics and hear first-hand the adventures to get the shots was fascinating and extremely educational. This, of course, ties back to model railroading or is at least a crossing burrow because in order to accurately model locomotive, cars, structures, and other accoutrements we need accurate documentation.

There are the rabbit holes of 3-D printing, resin casting, CAD layout design, electronics like Arduinos and DCC, hand laid track, scenery and the list goes on and on. And even when we are frozen out of so many things we love to do because of COVID, we can still wander down so many rabbit holes of our hobby thanks to the internet. You want to talk about rabbit holes? Wow!

So, get in touch with your inner Elmer Fudd and do some wabbit hole hunting. Who knows, maybe the rabbit hole of searching for the White Rabbit will become the rabbit hole you enjoy most! And that is the best part of the hobby after all. You do it the way you like.

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

In Memorium

Phil Bonzon, MMR

Phil passed away on February 10, 2022. Phil was an active member of the Gateway Division and Mid-Continent Region. He served as Gateway Division, Superintendent, Assistant Superintendent, Director, AP Chairman, and Contest Chairman. He also served as Vice President of MCoR.

Phil's contributions to the Gateway Division and MCoR are too numerous to mention. In 2020 Phil selected to receive the highest award the Mid-Continent Region can bestow upon an individual, the KEN CLINE AWARD.

From Phil's official obituary.

After a long illness, Philip G. Bonzon passed away on February 10, 2022. He left a life of many adventures and accomplishments to join his wife Patricia, who passed away in June 2020. Philip – Phil to his friends - was accomplished in many ways. As a young man in Saint Louis he was a chief and ceremonialist in the Order of the Arrow of Boy Scouts. After studying at Harris Coilege and Washington University, he quickly rose through the ranks from draftsman, to designer, to President of Cupples Products. During his career Phil traveled the world designing many high-rise buildings. He was a key contributor to the design and construction of the famous Hong Kong-Shanghai Bank building.

Phil married Patricia in 1956. They lived most of their lives in University City where they raised two children and cared for a succession of

wonderful dogs. Planes, trains, automobiles, boats, bicycles, and skiing captured his fancy. As a young man he enjoyed making motorized plane models with his father. When he grew a little older, he restored cars to hot-rodding excellence. His love of automobiles stayed with him his entire life, and he had a special fondness for red Maseratis. Going fast was thrilling and that led him to downhill skiing – a hobby he enjoyed all over the world. Locally he enjoyed skating and coaching his son's hockey team. When he no longer skied and skated, he raced bicycles and won many gold medals in the Senior Olympics. His love of design expanded beyond buildings to sailboats and model railroad sets. He designed a 28-foot sailboat with Philip Rhodes and enjoyed sailing it and other sailboats around the country. When Phil retired from racing bicycles he returned to one of his early loves: model railroads. After building award-winning sets and locomotives, Phil earned the title "Master Model Railroader."

Phil is survived by his daughter Denise Lee (Sherman), son David Bonzon (Jeanne), four grandchildren, one great-grandson, and many wonderful friends.

"And in the end, it's not the years in your life that count. It's the life in your years." –

Abraham Lincoln

Cheapo Railroading Tip

by Dan Knipp

Most operators are using some type of portable throttle/controller. Finding a safe place to put it during operations when needing both hands for something else can be difficult.

Commercial “pockets” for the fascia can be expensive if you need them at many locations.

Storage for pens, pencils, uncoupling picks, and paperwork are also needed. While visiting

Jot Pencil Holders with Suction Cups, 4x6.5x2.25 in.

★★★★★ 5.0 (1) Write A Review



SKU: 311644

\$24.00 Per Case

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Delivery Options for 62221

FREE In-Store Pickup

Carlyle Plaza Change Store
Estimated Arrival 11/02/21

UPS Delivery

Ground: Estimated Arrival 10/29/21
Expedited: Estimated Arrival 10/21

ADD TO CART



my local Dollar Tree store I happened upon these pencil holders for \$1.25.



The suction cup is surprisingly powerful. Just lay it on the counter or table and it's stuck!

I don't know if it would stick to your fascia, but it is easily removable and leaves a keyed

hole that would work with a screw.

C&IM Track Inspection Car #105

by David C. Lowell

The unique equipment that once populated the Chicago & Illinois Midland's (C&IM) roster, as well as my family connection, has made the C&IM an interesting prototype railroad for me to model. I have already received great enjoyment from modeling several of their unique pieces of equipment such as Private Car #1, an Atlas Car Pusher, a shop built transfer caboose, a shop built sand car as well as the usual suspects (diesel engines, steam engines, box cars, hoppers and gondolas). This has also held true for this project, a model of a C&IM track inspection vehicle (**Cover**).

My connection to the C&IM is through my maternal grandfather who worked on the C&IM from October 1928 until January 1964. He signed on as a draftsman shortly after the C&IM added the former Chicago Peoria and St. Louis trackage between Springfield and the Peoria/ Pekin gateway to their existing Taylor Division south of Springfield. He was later promoted to

Mechanical Assistant and again to Engineer, Locomotives and Cars just seven short months prior to his beloved steam engines dropping their fires for the last time in November 1955.

The prototype inspection vehicle upon which this model is based was a Brill 55 Combine Motor Car. It was purchased second hand by the C&IM from the Georgia Car & Locomotive Company in 1940. The motor car was formerly Western Pacific number 198 (Brill construction No. 21566 built 9/1922) It became the third track inspection vehicle for the C&IM when it replaced a Buick sedan which had previously supplanted a Model T Ford. All three of these inspection vehicles bore the road number of 105 during their service life. The Brill unit had a short tenure on the C&IM, departing after only 11 years of service having been sold to a South American owner in November 1951.

WP #198 10-3-1937 Sacramento CA. Frank Brehm Collection



Technical information on the track

Prototype Specific Products kit on the floor of the LCMX erecting shop.



inspection vehicle while it was in C&IM livery is almost non-existent. I have only been able to find two black and white pictures and one color photo of the exterior. Both of the black and white pictures, the scant info on the predecessor track inspection vehicles, as well as the technical data shared above, are contained in the book *Chicago & Illinois Midland* by Golden West Books; Wallin, Stringham, Szwajkart. The color photo containing the Brill is actually a photo of the C&IM roundhouse in Springfield Illinois with the Brill parked on the west garden track. The most valuable and surprising aspect of this photo is the color of the Brill, yellow.

The first step I investigated in modeling this eye-catching piece of equipment was to see if a kit existed for a Brill 55 motor car. After some internet searching I found a HO Scale Brill 55 double etched brass motorcar body kit by Prototype Specific Products through Model Railroad Warehouse in Roanoke Indiana. Santa dutifully delivered one of these kits in 2014. After inspection, its fate was to be that of many other kits, to take a place on the shelf and wait to be called down to

the erecting shop floor. Several times I got it out, looked at it and

contemplated making it the next project. However, because I had never worked with brass before and I was still searching for additional information about the C&IM version of the Brill it would invariably end up back on the shelf.

Eventually, I hit the internet to see if I could add to the scraps of information on the car I

already had. I found some generic information on Brill 55 motor cars. While it was interesting, in a historical context, the information was not helpful to this specific effort I was pursuing. Eventually, I came across a couple of photos of the Western Pacific #198 in its original form. I reached out to Frank Brehm who had posted the photos on line. He was gracious enough to send me some additional information (**sidebar on next page**). We compared notes. Afterwards I was satisfied we had a match because Frank was able to verify from the information he had that the WP had sold the #198 to the Georgia Car & Locomotive Company in 1939 after it was retired from service on the WP. He did not have a builder's number, but the build dates on his drawings matched my information. He noted that the cars were bought from Service Motor Truck Company of Wabash Indiana, not Brill. That made sense because; according to the information included with the kit Service Motor Truck Company subcontracted the construction of their car bodies to Brill. Service Motor Truck Company continued to use Brill-manufactured

car bodies until the day they were bought by Brill.

In 2015 I joined the NMRA after being out of the model railroad hobby for several years. I immediately gravitated toward their modeling activities and contests because I have always been a builder. As a kid I built ship and airplane models and treehouses. As an adult my profession is to manage the construction of multi-million dollar buildings. I like the satisfaction of seeing an idea become reality as well

as the logistics of brining many individual pieces together to create a sum that is greater than the parts. The modeling aspect of the NMRA seems to fulfill that desire on a hobby basis which is (usually) less stressful than professionally. In addition the satisfaction I derived from entering my first divisional, regional and then national contests, when coupled with the positive results and feedback from each experience, emboldened me to try more complex and challenging

**THE WESTERN PACIFIC RAILROAD COMPANY
MOTOR COACH (STEEL) COMB. COACH & BAGGAGE**

W.P.R.R. Numbers 198 & 199

Built by Service Motor Truck Company Wabash, Indiana:

Year: November 1922; Delivered to W.P.R.R. December 7th, 1922

Model Number 55

Total Seating Capacity - 42 Persons

Weight - Body & Trucks Total 26000 Lbs.

Engine - Midwest Model 399 - 4 Cylinder

Bore 4-3/4" : Stroke 6" : Safe Constant Speed 1500 R.P.M. Max. 1800 R.P.M.

H.P. at 800 R.P.M. 41.8 : Gear Ratio - First 4 to 1

H.P. " 1000 R.P.M. 51.3 : " - Second 1.76 to 1

H.P. " 1200 R.P.M. - 59.1 : - Third 1 to 1 (Direct)

H.P. " 1400 R.P.M. - 65.8 : Gas Tank Capacity 50 Gallons

H.P. " 1500 R.P.M. - 68. : Westinghouse Air Brakes'

Ventilators 10-Exhaust : Electric Lights 12 volts Engine Driven Elec.Gen.

Brakes W.A.B. Sched.SME : Storage Battery from Generator

Hand Brakes : Heating System: Peter Smith Heater, Coal Fired

Trucks 4-Wheel, Cast Steel Bolster, Wheel 30" Diameter, Axel 3" Diameter.

Battery Storage, 160 Amp. Hours, 14-Lights, 15 Candle Power

Length Overall 42' 7-5/16" : Truck Centers 22' 2" : Wheel Base 6' 8"

Baggage Compartment 7' 2-1/4" : Passenger Compartment 25' 10"

Height Overall 11' 1-1/2" : Width Overall 8' 6-1/2"

Motor Cars 198 & 199 Specs courtesy Frank Brehm Collection

projects like this one. Finally, I was ready to meet the challenge of this C&IM track inspection vehicle (Brill motor car) in a brass shell with highly detailed interior.

I began the actual construction not fully sure how I was going to work out all the details. I do this quite often. It allows the engineering and creative parts of my brain to interact together. Fortunately, I had a nice highly detailed shell kit. So that was a solid start.

The shell had been designed to accept a Bowser PCC powered and trailing truck drive kit which I was not going to use because it would fill up the interior of the car body.

Years ago I installed full interior details into a private car as well as a depot. I thought it might be fun to do the same on the Brill as well. However, that meant I would have to come up with an alternate drive mechanism to free up the interior space. While I pondered this conundrum, I went ahead and began working on the shell.

Given my lack of experience with brass kit construction, I did not want to try my hand at soldering the brass connections. Instead I used CA (Cyanoacrylate) glue as suggested in the instructions as an alternative method. Yes, though it breaks the man-code, I did read the instructions thoroughly first. In addition, darn the luck, working in brass required some

new tools though perhaps not as many as I'd hoped it would. After a new set of brass sprue shears, a mini break and a handrail bending jig (all from Micro Mark) were added to the LCMX¹ back shop equipment inventory, I was ready to begin finally.

All kidding aside about instructions, the kit's instructions were very well done. In addition to some interesting background on the Brill Co. and how the Brill model 55 came to be, they also included very detailed instructions with a number of diagrams and tips that aided assembly. Once I got rolling the kit went together rather nicely.



Before I knew it, the shell was assembled with minimal do overs. By no means was I now a master brass worker. However, it had allowed me to

¹ LCMX. I follow the AAR format for companies who are not common carriers having their reporting marks end in X. LCMX is how I refer to my workbench. LowellCoMotive Works.

expand my skill set which made me more comfortable with working with that material.

After assembly was complete I gave the brass shell and chassis a white vinegar bath to clean the brass of oxidation and body oils from my fingers during assembly. Then I primed it with a clear automotive primer. After the primer dried, I airbrushed the interior of the shell with Model Master Light Sea Gray. After that paint had dried, I masked the interior and sprayed the exterior in Model Master Insignia Yellow. I finished up the exterior of the shell with the installation of the front guard including a couple of grabs on it and two vertical grabs at each of the four doors. To make the grabs I used the grab bending tool I had just purchased. It worked really well resulting in exact 90 degree bends with consistent sizing on all grabs. After that, I used dry transfer letters and numbers for the road numbers and reporting marks. I secured them under a couple of coats of Model Master dull coat.

While working on the shell I had continued to ponder the alternate drive configuration. I remembered using a pair of North West Short Line Stanton drives on a brass RS1325 several years ago. I'd been impressed with how well they worked. So, that is what I decided I would try to use on the Brill. Since the motors in the Stanton drives are contained within the truck itself it would allow the interior compartment to be unencumbered. As opposed to the recommended Bowser PCC powered and trailing truck kit with its motor and connecting drive shaft which would have filled most of the interior.

Using the drives turned out to be a little easier said than done. Once they arrived, I tried to figure out how to incorporate them. First, I made a

styrene copy of the brass chassis because I thought I might have to modify the chassis to receive the drives. Obviously, I was way more willing to discard butchered styrene mock-ups instead of risking unrecoverable damage to the brass chassis itself. I mocked up several different configurations using the drive units but I just couldn't make things work quite right.

The two main issues were the chassis was too high off the rail heads. The other challenge was that the Stanton drives came with a 2-56 machine screw king pin protruding upward out of the top of the truck that was then held in place above the chassis with a double nut and washer. I did not want those screws with a double nut and washer on them protruding up into the interior space and interfering with the details. I was unable to come up with any plausible interior configuration to hide the machine screw, washer and nuts. Another consideration, more minor in nature, was the routing of the power and DDC wires which I wanted to keep hidden on a truck with no side frames. Due to these speedbumps related to the the Stanton drives the semi-completed shell and the drives sat for several months on my model table while I fiddled around with the interior. During that time, I contemplated how to get the Stanton drives to work.

Eventually, I came up with the idea to simply reverse the screws from their position pointing upward to pointing downward. I disassembled what would be the front Stanton drive and pulled the motor to gain access to its screw. Then I removed the screw protruding upward from the power truck and reinstalled it facing downward. While the power truck was disassembled, I noticed the top bearing ring protruded above the top of the truck. I sanded it

smooth with the top of the truck to lower the car height. It was only a fraction of an inch, but it made a difference in the scale appearance and got the Brill back down to the right height above the rail heads.

Because the modified thickness of the top of the truck was now minimal, I realized a machine screw coming down from above, with its slight taper at the end, might not hold well in the few threads left. Thus, before I closed up the power truck, I enlarged the hole then replaced the screw entirely by gluing into the hole a DU-BRO Cat. No. 133 2-56 blind nut that I found in the model aviation area of the hobby shop. This allowed for a very short flat head 2-56 thread screw to be countersunk into the wood floor inside the cabin to hold the truck on.

As the rear truck is unpowered, the supplied machine screw was simply run downward from inside the cabin and countersunk as well. The rear truck's bearing ring was removed as well. While both screws' heads are visible, I don't think they detract dramatically from the overall interior details..

The running gear problems resolved;

North West Short Line Stanton Drives. Front truck on the left with DU-BRO Blind Nut installed and rear truck on the right with downward orientated machine screw. Also note wires routed up through the trucks v what would be their normal location behind the side frames.



the next challenge was to construct a headlight then fit the headlight with an LED. Most standard Brills had a headlight mounted on the roof. The headlight for the C&IM # 105 was obviously pilfered off some other piece of equipment. It was installed centered on the front upper portion of the radiator below the front windscreen with about the top 1/3 of the headlight actually above the radiator. This meant the piece of tube I planned to use was actually too small to accommodate any LED within it. To make the LED work in the headlight, I had to do a work around. Without compromising the top of the radiator, I drilled through from the back of the headlight tube, which was a piece of aluminum tube I'd cut to length and glued into position. Then I continued to drill on through the front brass skin, the brass former front (brass sub-assembly that gives the curved brass skin it proper shape) and finally out the back wall of the front former so that the hole aligned properly all the way through. Then working from the back wall of the front former, I had to enlarge the hole so the rectangular shaped LED would fit into the front

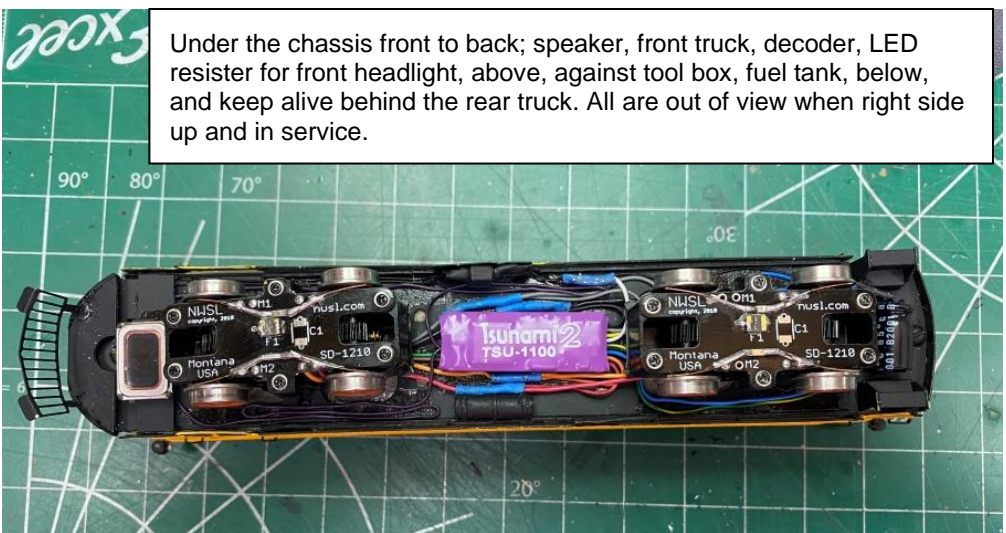
former cavity and allow only the convex portion of the LED to seat into the back of the headlight tube. Once that was secured in place, the leads for the LED had to be bent at a 90 degree angle down through the narrow space between the front of the engine cover and the back of the front former then through a hole in the chassis to get them to the underframe area. The LED had an integral resistor on one lead. That was then mounted onto the under frame behind a toolbox so it would not be visible when viewed from the side. I then used double sided tape on the bottom of the undercarriage to secure all the wiring for the DCC decoder, power and the speaker. A tiny piece of Velcro was used to hold the decoder in place. The doubled sided tape and Velcro hold everything in place firmly but allow for adjustment and maintenance if necessary.

The last major exterior shell component was the roof. The kit came with two quarter round pieces of basswood that had to be glued together and then shaped to form the roof ends. Once this was done, I added a few steps. I carefully hollowed out

the bottom of the roof assembly and installed scale 4" wood siding running long ways to give the underside of the roof a prototypical wood tambour ceiling. On the exterior I used cotton gun cleaning patches glued down to the wood subbase in scale 10' wide strips perpendicular to the long direction of the Brill to simulate treated canvas roofing material including the seams. After the patches were tacked in place with white glue, I painted the patch material with a Polly Scale grimy black wash to give it a slightly sun faded look. I rounded out the roof with the instillation of the kit-supplied roof vents. Then, from my spare parts bin, I installed a horn, bell, smoke jack for the stove and Tomar markers. I also added some white extra flags from .010 styrene and a short piece of wire.

With the drive mechanism and the shell done, it was now time to complete the interior fit out which I had been tinkering with since starting the project. As stated earlier the Brill was used as a track inspection car by the C&M. Unable to find any information on which to base the interior on, I rationalized that a short Class 1

Under the chassis front to back; speaker, front truck, decoder, LED resistor for front headlight, above, against tool box, fuel tank, below, and keep alive behind the rear truck. All are out of view when right side up and in service.



railroad like the C&IM would likely not have separate inspection and track gangs for a paltry 121-mile railroad of which 16 miles were trackage rights on the Illinois Central. Therefore, the Brill could and would serve both as an inspection and light maintenance unit on my version of the C&IM. A rolling M.O.W. shack as it were.

I spent some time studying the chapter on M.O.W. shacks in my copy of *Railway Track & Maintenance* (available through the NMRA). I decided to deck out the interior of the Brill with the items listed below incorporating with the car's purposes of inspection and light maintenance. Unless the manufacturer is listed, the items were made from scratch. The vertical wood siding walls, scribed

wood floor and all the interior details were made as a drop-in assembly. After the interior assembly was completed and secured in the shell, I slid the glazing in between the wood walls and the brass shell.

The Motorman's area has: (2) Woodland Scenic figures, (4) Scale Structures Limited Alloy Forms lanterns, (1) airbrake stand from my parts bin, (1) motorman's chair from styrene sheet, (1) spark advancer from .010 wire, (1) clutch peddle from styrene strip, (1) front bench from scrap wood, (1) Fusee box made from styrene C channel, (5) Fusees made from .010 wire, (1) Frenchman River propeller converted to a fan with a mount from wire and (1) motor cover made from a styrene block.

Starting to assemble the scratch-built detail parts and a few commercial ones. Bell, pry & track bars, slow order and resume signs, shovels, barrels of items, engine cover and a few other items.





Working back and forth between multiple sub-assemblies, the brass shell, and the beginnings of the interior. You can see the headlight install in progress as well.

Details continue to be added to the interior.



The crew area has: (1) Woodland Scenic figure, (1) Scale Structures Limited Alloy Forms cross cut saw, (1) Scale Structures Limited Alloy Forms rifle supported on two track spike pegs,

(1) Scale Structures Limited Alloy Forms coal shovel, (1) Scale Structures Limited Alloy Forms pot belly stove, (1) Scale Structures Limited Alloy Forms spittoon, (1)

Woodland Scenic tool box, (1) Scale Structures Limited Alloy Forms coal bin, (1) Scale Structures Limited Alloy Forms lantern, (1) Scale Structures Limited Alloy Forms scythe, (1) crew bench, (1) heat shield behind the stove made from corrugated roofing material, (1) brick pad for stove and (1) small coal scoop.

The toilet area has: (1) lamp from a Scale Structures Limited Alloy Forms

modified from Palace Car Co. No# 5004 HO Scale lounge car seats, (1) goose neck spigot and faucets from .010 wire, (1) door latch from track spike and (1) window panel block out from styrene sheet.

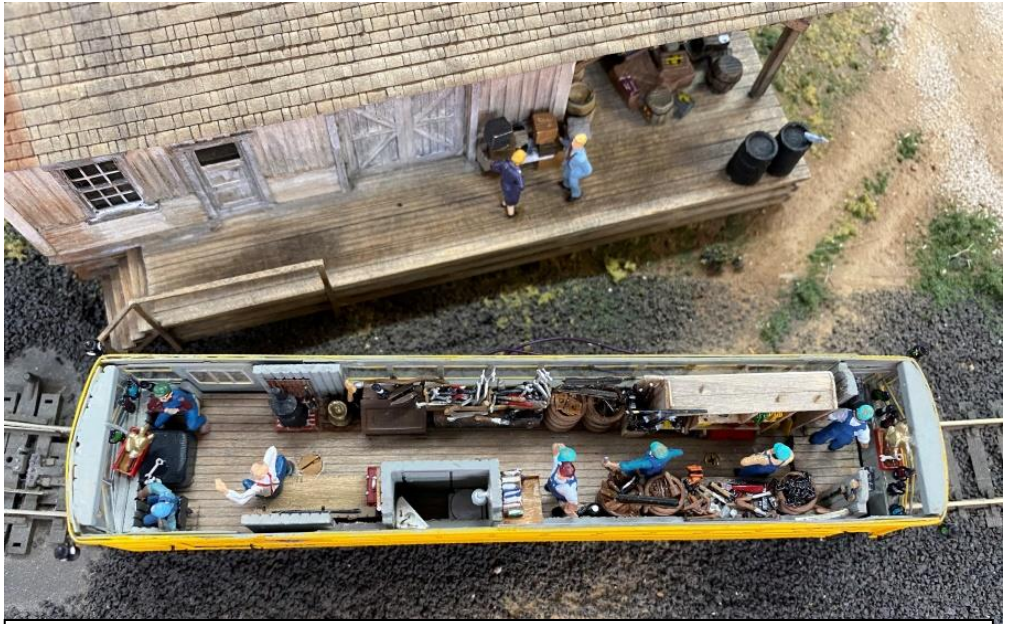
The Foreman's desk area has: (1) Scale Structures Limited Alloy Forms set of books from an office set, (1) Scale Structures Limited Alloy Forms glass bottle, (1) Woodland Scenic



A test fit of the interior and a look at the roof after the canvas has been installed.

toilet room set, (1) toilet modified from one Palace Car Co. No# 5004 HO Scale lounge car seat, (1) corner sink

Figure, (1) bookshelf fabricated from scrap scale lumber and (1) Desk, also fabricated from scrap scale lumber.



Fully outfitted with equipment, supplies and crew. In service.

The workshop has: (1-each) Scale Structures Limited Alloy Forms carpenter's & mechanic's tiny tools set #1, #2 and #3, (1) white metal workbench from my parts bin, (1) Scale Structures Limited Alloy Forms long handled spade shovel, (3) Scale Structures Limited Alloy Forms hydraulic bottle jacks, (2) Scale Structures Limited Alloy Forms axes, (2) Scale Structures Limited Alloy Forms 5 gallon gas cans, (3) Scale Structures Limited Alloy Forms 5 gallon kerosene cans, (1) Scale Structures Limited Alloy Forms large oil can, (4) Scale Structures Limited Alloy Forms large C clamps, (1) Scale Structures Limited Alloy Forms vice, (4) Scale Structures Limited Alloy Forms monkey wrenches, (2) Scale Structures Limited Alloy Forms spud wrenches, (2) Scale Structures Limited Alloy Forms drawer clusters, (2) Scale Structures Limited Alloy Forms scythes, (2) Scale Structures Limited Alloy Forms push

brooms, (1) Scale Structures Limited Alloy Forms straight broom, (1) Scale Structures Limited Alloy Forms corn broom, (5) wood barrels with the top drilled out 1/8" and filled with either Micro Engineering track spikes, Tichey bolts, Micro Mark chain, Proto 87 joint bars or Proto 87 tie plates, (2) Woodland Scenic figures, (1) Scale Structures Limited Alloy Forms water cooler, (6) yellow slow order signs from .010 styrene, (6) green signs from .010 styrene, (1) set tool shelves fabricated from scale lumber, (4) Fusee boxes from styrene C channel and (8) pry & track bars from .010 wire.

The rear vestibule has: (1) Woodland Scenic figure, (6) Scale Structures Limited Alloy Forms lanterns, (2) Fusee boxes from styrene C channel, (3) Fusees from .010 wire, (2) track gauges fabricated from .010 wire and styrene, (1) Frenchman River propeller converted to a fan with mount from .010 wire and cabinet doors fabricated

from .010 sheet styrene with .010 wire handles.

Finally, with all the sub-assemblies completed it was time to assemble the model. Having done multiple test fits as the work progressed, the final assembly only took a few minutes and everything fit together nicely. I plopped it on the programming track, set the road number and selected the gas engine sound on the decoder. With that, I was ready to send # 105 out to make a test run. Happy Rails.

Division Minutes

by Thomas Ose

Meeting Minutes for June 21, 2021

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 7:04pm superintendent Willie Richter called the Zoom meeting to order. Reminder was given that meeting may be recorded. Also mentioned to state name when speaking.

Membership Chair Report

Dave Lowell presented the monthly membership report which is attached. We were joined Steve Staffieri.

Minutes

Previous months minutes were approved. David Lowell motioned and Walter Beckman seconded.

Financial

Report was approved and attached is latest report. Thomas Ose motioned and Tom Johnson seconded.

Old Business

Jim Ables is working on getting the regulations out to everyone.

Ballots are printed

need to be folded and mailed

Walter and David to help

New Business

Jim Ables was congratulated as the winner of the Region's 2021 NMRA President's Award for Service to the Division.

Opinions on resuming in person meetings

General consensus was that we should try to get together in the near future for in person meetings.

Facilities need to be checked to see if they are available

Church is ready when we are

VFW has not responded

Dale Dewitt mentioned that Kirkwood Church could be alternative and required connectivity

We should follow facility and national guidelines.

Continue Zoom meetings but start slow and see how the usage is. Hold off investing into expensive equipment. Jim Ables will still look at alternatives and pricing.

Facilities need to be checked for connectivity

General Announcements

2021 Tulsa Union joint convention October 6-10

2021 Rails by The Bay [online](#) July 6-10

STL RPM meet on July 30 & 31, 2021 in Collinsville

Want to volunteer at RPM, get in free?

ikkuebler@yahoo.com

Largely, this would entail afternoon shifts when the entry flow is relatively light.

Volunteers for the RPM staff at the Registration Table would be: Taking cash/making change, giving out an RPM schedule, giving out name badges and holders, and possibly stamping attendees hands. Thankfully this is a "sit-down job" in AIR CONDITIONING and restrooms are located very close by the registration table. MoPac/Burlington Route historical societies convention October 7-10

Big Boy comes to St. Louis August 29

Clinic/Presentation

Pete Weiglin - Cincinnati Division 7 of the Mid Central region

Railway Mail Service and RPO Cars

Learn more about this very important service that was once the primary means of keeping people connected.

July Presentation

Dave Lowell - Forty four minutes of color movies of the C&IM in the early 1950s. Large 2-10-2s, diminutive 4-4-0s and scenes along the line including Taylorville, Springfield and Pekin. Footage of re raiing a wayward 2-10-2 with two steam cranes. Shot and narrated by Ray Vechie. Given to me by Dale Jenkins of Decatur IL, who some may know through his involvement in the IT and IC historical societies. I became acquainted with Dale at the RPM Meet a few years back when he was looking at my model of Avenue Tower in Springfield IL and advised me he had been an operator in that tower at one point in his career. As happens, one thing lead to another in our talk and he offered to send me a copy of the Vechie film. I am indebted to him for his kindness. Enjoy.

Still looking for presenters (Zoom or in person)
Contact Dan Knipp.

Respectfully Submitted,

Thomas Ose

Clerk, Gateway Division

Meeting Minutes for July 19, 2021

Superintendent: Willie Richter

Assistant Superintendent: Dan Knipp

Paymaster: Bill Levine

Clerk: Thomas Ose

McoR Director: David Lowell

Activity Coordinator: Ron Gawedzinski

Publicity Chairman: Jim Ables

Membership Chairman: Bill Linson

AP Chairman: John Carty

Contest Chairman: Chris Oestreich

Business Meeting:

Superintendent Willie Richter called the Zoom meeting to order. Reminder was given that meeting may be recorded. Also mentioned to state name when speaking.

Membership Chair Report

Dave Lowell presented the monthly membership report which is attached.

Minutes

Previous months minutes were approved. David Lowell motioned and Tom Johnson seconded.

Financial

Report was approved and attached is latest report. Bob Miller motioned and Mike seconded.

Dave Dewitt asked why our share of the dues have not been received. Answers is that there is a delay until region gets all the officers information completed.

Old Business

Meetings in person

Church and VFW have been notified

Due to the spike things are on hold

Decision will be made on a month to month basis.

New Business

Congratulations were given to Dave Ackmann for his receiving the Author AP Certificate.

General Announcements

2021 Tulsa Union joint convention October 6-10

STL RPM meet on July 30 & 31, 2021 in Collinsville

Want to volunteer at RPM, get in free?

(jkkuebler@yahoo.com)

Largely, this would entail afternoon shifts when the entry flow is relatively light.

Volunteers for the RPM staff at the Registration Table would be: Taking cash/making change, giving out an RPM schedule, giving out name badges and holders, and possibly stamping attendees hands. Thankfully this is a "sit-down job" in AIR CONDITIONING and restrooms are located very close by the registration table.

MoPac/Burlington Route historical societies convention October 7-10 at Union Station Big Boy comes to St. Louis August 29 Jim Ables sent out details in email

It was mentioned that the Mark Twain Zephyr was coming to St Louis.

Clinic/Presentation

Dave Lowell - Forty four minutes of color movies of the C&IM in the early 1950s. Large 2-10-2s, diminutive 4-4-0s and scenes along the line including Taylorville, Springfield and Pekin. Footage of re raiing a wayward 2-10-2 with two steam cranes. Shot and narrated by Ray Vechie. Given to me by Dale Jenkins of Decatur IL, who some may know through his involvement in the IT and IC historical societies. I became acquainted with Dale at

the RPM Meet a few years back when he was looking at my model of Avenue Tower in Springfield Il. and advised me he had been an operator in that tower at one point in his career. As happens, one thing lead to another in our talk and he offered to send me a copy of the Vechie film. I am indebted to him for his kindness. Enjoy.

August Presentation

DVD - "EASY WEATHERING TECHNIQUES" by Dave Frary and Bob Hayden.

They will show you their easy techniques for weathering model railroad rolling stock, flextrack, bridges and structures. They will show you how to use water-based washes, oil stains, dry pastel powders, demonstrate dry brushing and use of an airbrush to weather models.

Still looking for presenters (Zoom or in person)
Contact Dan Knipp.

Respectfully Submitted,

Thomas Ose

Clerk, Gateway Division

Meeting Minutes for August 16, 2021

Superintendent: Willie Richter

Assistant Superintendent: Dan Knipp

Paymaster: Bill Levine

Clerk: Thomas Ose

McoR Director: David Lowell

Activity Coordinator: Ron Gawedzinski

Publicity Chairman: Jim Ables

Membership Chairman: Bill Linson

AP Chairman: John Carty

Contest Chairman: Chris Oestreich

Business Meeting:

Superintendent Willie Richter called the Zoom meeting to order. Reminder was given that meeting may be recorded. Also mentioned to state name when speaking.

Membership Chair Report

Dave Lowell presented the monthly membership report and indicated that there are 221 members in the Division and 850 in the region as of July 2021.

Minutes

Previous months minutes were approved. David Lowell motioned and Tom Johnson

seconded.

Financial

Report was approved and attached is latest report. Dale Devitt motioned and Glen Koproske seconded.

Dale Dewitt asked why our share of the dues have not been received. Answers is that there is a delay until region gets all the officers information completed. He also asked for the amount dues that are returned to the division. Jim Ables indicated that 1 dollar per membership.

It was also pointed out that the payment goes from National to the Region and then to the Division but only after the Region has certified membership.

Old Business

Regulations Voting Results

Jim Ables reported that 77 ballots were returned and majority vote was Yes for all changes

New regulations are being finalized and will be posted on the web site

The new regulations will also be published in the RPO as was done in the past.

The regulations are also given to new members.

New Business

Need a volunteer for Clinic Chairman for next year

No volunteers

Support for MCOR reception for Gateway 2022

Was previously approved for 2020

Planned to be an information get together at the Kirkwood Train Station with food and refreshments

Fully planning on having it and exact date will follow

Request for \$500.00 was approved motioned by Walter Beckmann and Glen Koproske seconded.

Donation to Iron Spike

Request for a donation to restore a Caboose was brought up by Dan Knipp various amounts were discussed, but in order to stay consistent \$200 was agree upon.

Dale Devitt motioned and Walt Beckmann second.

Nomination and Election Committee

Walter Beckmann agreed to chair and joining him will be Dale Devitt and Don.

Various discussions were had regarding who is up for election and timing as well as process.

Election will follow the as outlined in the new regulations and effective for 2022

Committee will get together and present to board and results will be presented at next meeting

Elections via online methods

Currently testing the waters

agreed that it would help streamline the process

E-mail to those with valid email addresses and snail mail for those that do not.

Lots of discussions around options but Google docs seem to be the way to go.

New Printer

Jim Ables requested funding for a new printer

This printer is used for certificate printing as well as ballots and mailing labels.

It was approved and Dale Devitt seconded.

General Announcements

2021 Tulsa Union joint convention October 6-10

MoPac/Burlington Route historical societies

convention October 7-10 at Union Station

Big Boy comes to St. Louis August 29 Jim

Ables sent out details in email

Gateway 2022 Convention August 7-13 2022

Status of Convention Planning was requested
Volunteer Standards and rates have been released

Web site is up

more information to become available after January 1 2022

Originating Committee is on the hook for any Convention losses , any profit distribution has still to be defined

Clinic/Presentation

DVD - "EASY WEATHERING TECHNIQUES"

by Dave Frary and Bob Hayden. They will show you their easy techniques for weathering model railroad rolling stock, flextrack, bridges and structures. They will show you how to use water-based washes, oil stains, dry pastel powders, demonstrate dry brushing and use of an airbrush to weather models.

September Presentation

DVD - "THE WHITE PASS AND YUKON JOURNEY"

Historical documentaries – One following the origins of the railroad from the Klondike Gold

Rush era to the 1950s. Another captures the WP&YR experience and history from Skagway AK to Fraser BC. Fully narrated with insights and historical context.

Still looking for presenters (Zoom or in person)
Contact Dan Knipp.

Respectfully Submitted,

Thomas Ose

Clerk, Gateway Division

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/](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

