



THE TIMETABLE

OFFICIAL NEWSLETTER OF THE

ILLINOIS VALLEY DIVISION



NATIONAL MODEL RAILROAD ASSOCIATION
Volume 36, No.3 May 2017
WEBSITE: nmra-ivd.org

Greetings Fellow Modelers,

We had the election in Peoria in March. Scott Willoughby, Tom Ludlam and Minton Dings volunteered to be re-elected. Thanks to them for supporting the IVD with tremendous ability. Dave Hawkey and Rod Price are appointed to be Trainmasters-at-Large for Districts 1 and 5, respectively. Thanks to them for volunteering to carry our purpose forward.

My term for Superintendent is up March 2018. That is true of Gary Baker in the Chief Clerk position, as well. Please consider running for these offices. I do hope you will consider the future of your organization and get involved at some level.

In March, I spent two weeks in Louisiana with my tape measures, camera and note paper. Unless the economy turns around, this was likely my last trip there. The pressure was on to see and collect the remaining needed data on structures I want to build from there. As some of you know, I fell in love with a boathouse on Avery Island, where they make Tabasco sauce. The McIlhenny Family had friends like Grover Cleveland and others not so well known. One friend, Charles Willis Ward had a 70-foot boat so McIlhenny built a boathouse for it. The structure has so much character and history and details. The Dutch lap siding has no source in HO scale, the vertical battens are moldings, rather than just square battens like we would see on our depots. So I will be making it board by board, piece by piece. I think the battens can be made by using quarter-rounds on each side of a square strip. (These are breaking thoughts as I am typing this.)

I was able to get a height measurement on the side walls and figure the roof pitch. I had used a laser measurer. Since I couldn't enter the locked structure, I shot the laser through the windows to see the roof height, but that didn't work well. This time I took a more rigid tape measure that with great care, I could run the end up the wall and hook it in place over 12 feet up. I was able to do the same thing with the large door in the end of the building. Until now, I would have had to scale things from smaller measurements.

Another structure I want to build from Louisiana is the East Bridge Junction tower. I have struggled to get the window holes cut in the wood. When I glued the paper printed with the window placement, the wood warped. When I painted the wood with enamel paint to seal it so the glue on the paper wouldn't penetrate, the wood warped. My current theory is that the glue shrank as it solidified...one reason that clamping is so important. Also, the wood softened up so it crushed instead of being cut. There is a lot I want to learn about wood construction. I try never to give up at such obstacles. They are temporary. Workarounds are in the works.

I hope you had a chance to go to the Midwest Region Convention in Rockford at the end of April. I hope you enjoyed the extra three days you had to file your taxes. I hope your NCAA bracket held up to the upsets that plagued mine.

Wishing you a great summer 2017. Maybe it will be hot so we can go underground.

Mike Shockley, Superintendent, IVD

EDUCATION VIDEOS AVAILABLE FROM NMRA

The first of three EduTRAIN clinic presentations have been posted to the member's section of the NMRA website. To download these presentations, log in to the NMRA website as a member, click on "Education" at the top of the screen. Click on "EduTRAIN" on the drop down menu and then "EduTRAIN clinics" in the blue box on the right side of the screen. The clinics include scenery strategy, modeling slate roofs and signals.

Questions about the presentations can be directed to any director or officer at www.nmra.org.

Information compiled herein is presented to the membership on an "as submitted by the authors" basis, and is assumed complete and accurate by the Editor as of the "Deadline For Submissions" date for inclusion in this edition of the newsletter, as posted in the previous, most recent edition of the TIMETABLE. Statements contained in this document are strictly the beliefs and/or opinions of the writer presenting them and not necessarily those of, or endorsed by, the National Model Railroad Association (NMRA) of Soddy Daisy, TN, USA, its Midwest Region, or its Illinois Valley Division of the NMRA or their officers, agents and designates thereof. Information presented as factual is assumed true and accurate to the best knowledge and intent of the presenter of that information, and are believed to be such in good faith when accepted for inclusion in this newsletter.

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FROM THE EDITOR

by Minton Dings, MMR

IS THERE REALLY SUCH A THING AS A “SHAKE THE BOX” KIT, Part 2



Due to the fragile nature of stirrup steps, I carefully remove them with a #11 blade and replace them with metal stirrup steps available from several suppliers. Mine come from Tichy Train Group.



Although not shown here, ladders and grab irons may be carefully removed with a #17 blade and replaced by metal parts. To do this one needs to repaint the car or have matching paint to touch up the areas where the grabs or ladders were removed. On this car, I chose not to replace the grabs and ladders because I was not certain I could accomplish the removal of the ladders without destroying the printed detail.

The plastic brake wheel which came with the kit is very fragile. Before final assembly, a brass wheel was soldered to the metal brake staff. If the kit chosen by the modeler has a non-metal brake staff, replace with the same length of 0.015 steel wire.

This kit only includes brake system equipment which will show as it hangs below the floor level of the car. Tichy Train Group sells “K” style brake system kits for further detailing by adding brake lines and rods to the underside of the car to represent brakes used in the early to mid-20th century. Pictured here is an example of a “K” type brake



system. The system can be upgraded to a more modern system.

Because I model 1957, a car such as the Union Refrigerator Transit Company banana reefer would have some age on it. Although the interior would have been kept clean, the exterior would have shown age and exposure to the weather. Weathering can be accomplished with thinned acrylic paints, chalks or (of all things) facial makeup. Weathering on this car was applied with Pan Pastels, a cosmetic facial foundation like powder/ paste, using shades of grey pastels to show dust, dirt and exposure to the exhaust of steam engines. The underside would show rust, dirt and mud splashed up from the roadbed. The pastel material was

Continued on Page 8

ILLINOIS VALLEY DIVISION MEET

May 21, 2015

**Spring Valley City Hall, Community Room
210 North Greenwood
Spring Valley, Illinois**

Doors open at 12:00 pm. The meeting begins at 1:30 pm.

The May meeting of the Illinois Valley Division is to be held in the community room in the basement of the Spring Valley City Hall. The room is accessible by elevator for those who find stairs difficult. Parking is available off Greenwood street to the north of the police station. The entrance is on the north side of the building.

Swap tables are available to members for sale of items to participants. There is no commercial selling at the Illinois Division meets. Selling is closed at the beginning of the business meeting.

There will be a short business meeting followed by two clinics and layout tour. Maps will be provided.

The contests for May will be (1) Buildings-Off line and (2) Maintenance of Way Cars, Vehicles and Other MOW Equipment,

A donation of \$2.00 per member helps to defray division expenses.

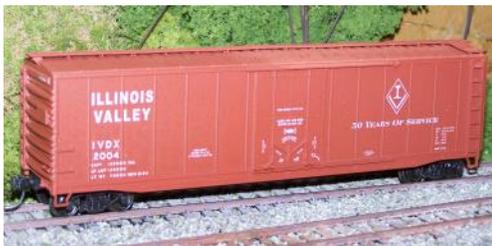
50TH ANNIVERSARY HOPPER AND BOXCARS STILL AVAILABLE

The Fifty Year Anniversary cars are still available. If you are considering purchasing one or more of these



IVD cars, you may purchase them at division meets or at arera train shows where the IVD has a NMRA/IVD promotional display. These cars were also made available to the model railroading community in the May 2015 Model Railroader magazine. There are now only about 20 hoppers and 60 boxcars are left. Both cars will be for sale at the division meeting on May 21st. The cost is \$20.00 each.

Those who cannot be at the meet can order the cars through Paymaster Tom Ludlam at the McLean Depot, 200 East Dixie Road, McLean, IL, 61754; 309-244-5900. The cost by mail is \$20.00 for each car plus \$5.00 shipping, \$6.50 for shipping of two or three cars.



IVD's Hands-On-Layout

Late in 2015, the former Model Railroad Club in Canton, Illinois, donated their modular layout to the Illinois Valley Division. An idea was born that the division could present a layout with trains which could be touched and run by children (of all ages). A number of members took the modules home to rehabilitate them since they had been in storage

for an extended period of time.

Meanwhile the division purchased a used trailer for transporting the layout to area model railroad shows and other events through a "Go Fund Me" account. A number of members contributed to the fund, some with considerable gifts. Members configured the interior of the trailer to carry the layout modules. Engines and freight



cars were donated to run on the layout. At it's last meeting of the Board of Directors, a Digitrax DCC system was purchased to power the layout. The purpose of the layout is to make trains available to enable viewing our layout as a "hands-on" experience for attendees of the local shows and events. In particular, children of all ages are encouraged to hold a throttle and run a train and that may plant a seed of interest in present and future model railroaders.

The IVD Board of Directors encourages members to become involved in introducing the public, especially the young, to model railroading.

If you are interested in helping with this project, contact Jim Tatum, our Webmaster and Coordinator of the "Hands-On-Layout" project. You can contact Jim through the Contact Us page at the division's website, nmra-ivd.org or any board member through information found on page 2 of this newsletter.

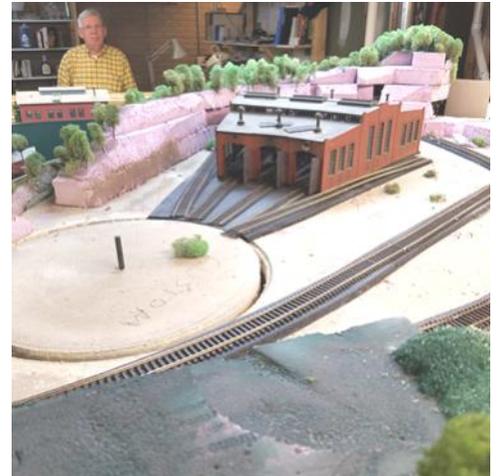
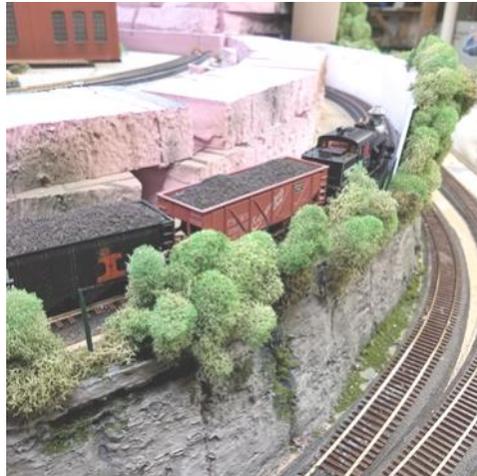


LAYOUT TOUR, Peoria Meeting, March 12, 2017

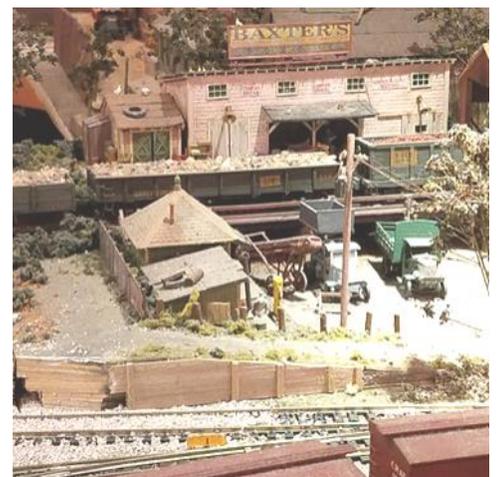
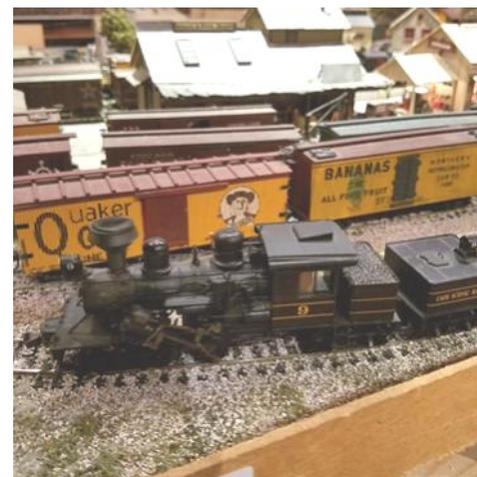
Dave Hawkey, Peoria & Pekin Union Railway, N Scale



Ken Burr, Best Union Railroad, HO Scale



Jim Wise, Lousy and Western Railroad, HO Scale



WANDERINGS

by Marion Brasher, MMR

BUILDING A PROPORTIONAL CAR FLEET

The time change has come and now it is light much longer in the evenings. Model railroading has pretty much come to an end for the season. Summer activities have started. Have you done any railfanning lately?

My favorite spot was near Zearing, Illinois, on the CB&Q, then BN and now BNSF. There is a short farm road with a small knoll at the end. The view had two main tracks and two passing tracks between two interlockings. There was quite a bit of passenger and freight traffic.

If you are a typical model railroader, which most of us are, you tend to buy equipment that you like. Remember, in this hobby there is no right or wrong. It is your railroad.

Have you noticed what type of cars roll past you at a grade crossing. You can still see cars from all over the United States and Canada. I like to see manifest trains (I call them junk trains today) because of the variety of equipment they have. Today with all the unit trains, it is hard to identify the railroad you are watching. How can we recreate what we have seen?

Going back to another era, the late 1940's and early 1950's, Kalmbach had an operations manual authored by I am not sure who, maybe Boomer Pete, Paul Larson or John Page. It had examples of car type percentages for a number of prototype railroads. For example the Pennsylvania would have a disproportion of hopper cars to other types.

The author set up a chart for a typical model railroad, if there is such a thing. The rule of thumb was 50% of cars would be from the home road, 25% should come from primary connections, 15% from secondary connections. Secondary connections do not have direct connections with the modeled road. 10% would be from private car companies reported by their car number beginning with an X.

Home road cars would show preference to the area served and commodities they carried. Santa Fe would have a large number of reefers. The Rock Island, Milwaukee and North Western used large numbers of box cars to carry grain. Roads that carried steel had large fleets of gondolas and flat cars.

Not all cars for a home road will look alike, as the prototype seemed to change their lettering with each new order of cars. I model the Rock Island and you can find eight or ten different letter schemes. Most all cars are a shade of box car or Tuscan red. Railroads were cheap and used an inexpensive red oxide paint. For the most part, bright colored cars were special service cars such as the red and grey for the NYC Pacemaker Service. The SP

used blue, grey and yellow for their express service.

Refrigerator cars, because of their special service, were yellow or orange. The MKT painted a number of cars a bright red with large MKT on the sides to remind the crew that they were carrying munitions and to handle the cars with care.

If you want your pike to look authentic, try to keep your cars a shade of basic red. The more that you have that blend, the more realistic your car fleet will be. Remember to vary the car fleet to reflect your railroad.

Now it is time to sit trackside on your railroad and watch and enjoy the parade as the trains pass by.

2017 IVD Meetings At A Glance

Our meets are subject to change. Updates will appear with each issue of the TIMETABLE

Doors open at noon, Meetings begin at 1:30 pm.

Board of Directors Meetings begin at 10:00 am unless otherwise noted. Members of the IVD are welcomed to attend Board Meetings. Members do not have a vote, but are welcomed to voice their concerns and make suggestions.

Directions to Lake Whitehurst Club House are: Route 29 south from I-474, left at Velde Ford Truck Dealership, first right on Susan Hope, immediate left down the hill to the club house.

Board Meeting, April 22, 2017, Pekin

Lake Whitehurst Club House

Event, May 21, District 3

City Hall Community Room, Spring Valley

Contests: Buildings—Off Line

MOW—Cars, Vehicles and Equipment

Board Meeting, August 19, 2017, Pekin

Lake Whitehurst Club House

Event, September 10, 2017 District 4

Lewistown

Contests: Photos—Layouts

Specialty Railroad Cars, Non-MOW

Board Meeting, October 7, 2017, Pekin

Lake Whitehurst Club House

Event, November 12, 2017 District 4, McLean

McLean Christian Church

Contests: Passenger Cars and Bridges

Board Meeting, December 16, 2017, Pekin

Lake Whitehurst Club House

Event, January 14, 2018, District 5

Location to be Announced

Contests: Scenery, any Season and

Prototype Photos

Board Meeting, February 17, 2018, Pekin

Lake Whitehurst Club House

Scratchbuilding A 1950s Television Antenna

by Minton Dings, MMR

Before the age of cable television, those who had televisions in their homes had a television antenna mounted on their house or beside it on a steel tower. Wanting to add this detail to some of the residences on the Green River Branch, I went searching and found no 1950's era television antennae available.



Construction of an Antenna

The pole is .030 brass rod, 13 scale feet in length, but may be adjusted. The crossbar is .020 brass rod, 5 scale feet in length. The antenna cross pieces (signal receptors) are .012 brass wire.

Brass rod and wire was hard to find at hobby shops. The brass rod in this project is K & S Precision Metals brand sold at a local Ace Hardware. I had to order the wire from Details Associates which is now distributed by Bowser. The wire came bent in the packaging. With some work the wire can be straightened, but the process is an irritation. I then ordered more wire from Clover House and the wire came undamaged.

Use a small tip soldering iron and thin resin core solder. A 25-watt iron or a variable wattage tool set at 25 watts is best. Low heat will prove to be important when soldering the small parts which are located close together.

Cut the parts: one .030 pole, one .020 crossbar and nine .012 antenna receptors. In my initial venture into this project, I cut parts for several antennae at the same time.

Using a squaring method, solder the pole to the crossbar. I prefer using graft paper as shown in the illustrations.

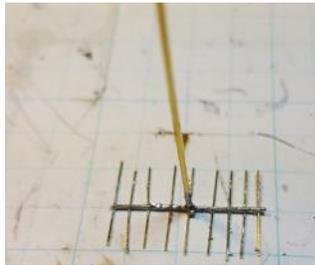
The graft paper is mounted inside my metal squaring jig to allow the use of magnets to hold the parts in place and to protect the work surface from the heat and liquid flux.

The next procedure can become tedious. It is soldering the receptors to the crossbar. It seems best to tin the top of the cross bar with solder to ease the

placement of the receptors. Lightly touching the crossbar to the antenna receptors will be sufficient to solder them in place. A bit of flux can be helpful. Hold the pole with the attached crossbar upright as near vertical as possible. Solder the end pieces into place to give the project some stability. Then solder the center piece, applying only as much heat as needed. Too much heat or keeping the iron at this location too long will desolder the pole from the crossbar. Solder the remaining antenna receptors in place. Double sided



tape might be helpful here for arranging the receptors. This is where the soldering can become difficult. Too much heat can desolder already soldered pieces nearby. It might take a few tries to get the "soldering touch" just right. But when you are done, what you see below will be the result.



You may notice that not all the pieces are exactly even. Hopefully you will do better. I have not yet soldered one with perfect spacing even after a number of antennae have been assembled

Next trim the antenna in the form of a "V" with one end at 3 scale feet to the other end at 1½

scale feet. Cut gently for the antennae are fragile. I know because I already have had to repair the one mounted on the house in the picture below when I caught it with my shirt sleeve. Paint with a primer coat and pewter gray paint.

I think the result is worth the effort.



OTHER OPPORTUNITIES FOR MODEL RAILROADERS

6th Annual Davenport Model Railroad & Memorabilia Show, Saturday, May 6, 2017, 9:30 am to 4:00 pm, Mississippi Valley Fairgrounds, 2815 West Locust Street, Davenport, Iowa. Admission \$5.00, children 12 and under free with an adult. No parking or handicapped accessibility information available.

4th Annual Train Show, Saturday, June 10, 10:00 am, American Farm Heritage Museum, Greenville, Illinois, Admission \$4.00, children under 12 free. Location: 1-70 and Hwy 127, Exit 45, Greenville. Follow signs after exiting. Free 1 mile train ride with every paid admission. No parking or handicapped information available.

Galesburg Railroad Days Train and Toy Show, June 24, 9 am to 4 pm and June 25, 10 am to 3 pm, Galesburg High School Field House, 1135 West Fremont Street, Galesburg, Admission—\$5.00, children under 12 free. Parking free and handicapped accessible.

Boeing Employees' Railroad Swap Meet, Saturday, September 9, 10:00 am—4:00 pm, Greensfelder Recreation Complex at Queeny Park, 550 Wiedman Road, St. Louis, MO. Admission \$3.00, children under 12 free. No parking or handicapped information available.

27th Annual Greater St. Louis Metro Area Train show, Saturday, October 7, 10:00 am—5:00 pm, Sunday, October 8, 11:00 am—4:00 pm, Kirkwood Community Center, 111 South Geyer Road, Kirkwood. Admission \$7.00, all kids and students with ID are free. No parking or handicapped information available.



AN EASY OPEN LOAD

By Marion Brasher, MMR

Recently I purchased a unique open load from Don Yager of Yager Products. It was a load of freight car wheels. Since he did not have this in his product line, I asked "Where do you get the wheels." He laughed, "From your scrap box."



Roundhouse and Accurail cars.

Start by removing the wheels from the axial. Then spray them with a rust color paint, Rustolium or Testors. Then I make a false floor from .020 styrene painted



If you are like most modelers, you don't like plastic wheels and have replaced them with metal wheels. Voila!! They go into your scrap box or wherever. I had a large number of them from Athaern,



box car red. I like to make my loads removable. To do this, line your gondola bottom and sides with waxed paper. Then spread a coat of glue on the top of the false floor and insert it into the car

glue side up. I use Aline's Tacky Adhesive.

(Editor's note: Place a large thin metal washer at the center of the false floor and spread glue over the washer. This will enable the load to be removed with a magnet. Be sure the evidence of the presence of the washer is hidden by the load material.)



Spread the wheels around in the car making certain each wheel gets some glue on it. Let the project dry for a day. Remove the load and discard

the waxed paper. You now have an interesting open load for our gondola which is removable.

HAVE FUN.



Articles like the one presented here by Marion Brasher, MMR, are welcomed for submission to the TIMETABLE. Editorial and graphics help is available.
Editor

CHANGES TO THE BYLAWS OF THE ILLINOIS VALLEY DIVISION, NMRA

The following changes were made to the By-Laws of the IVD and unanimously approved by a quorum of voting Board Members at the last Board of Director's meeting. The changes are shown below in red type:

NOMINATIONS & ELECTIONS – Section V(B)

B) The nominating committee shall submit one or more nominations for each office due for re-election. The list of nominees shall be presented to the Division not later than the January meeting. Additional candidates may be nominated by the District members from the floor at the January meeting or an individual member may submit a written petition of candidacy to the nominating committee prior to the January meeting. The written petition must carry at least five signatures of voting District members. All candidates must express a willingness to serve if elected before their names will be placed on the ballot.

THE FIVE ELECTED TRAINMASTERS – Section E (1)

- 1) Shall each be elected to represent the members of the respective districts of the Division on the Board.
 - a) The geographical boundaries of each Trainmaster's district shall be defined in Addenda A of the by-laws, said boundaries to be reviewed by the Board every two years. The primary consideration of such boundaries shall be the number of members served, the ultimate goal to be five districts with nearly equal member populations.
 - b) No more than one Trainmaster shall be elected from each district; however, each district shall elect a Trainmaster, regardless of the number of Officers or appointees from that district.
 - c) If, for any reason, no one wishes to run for Trainmaster of a given district, then the Superintendent may appoint a member from that district to serve as Trainmaster. The appointee will have all the powers and rights of an elected Trainmaster. If no one within a district will accept an appointment, the Superintendent will appoint a Trainmaster-at-Large to represent that district, with all powers and rights of an elected Trainmaster. In all cases, the appointee must express a willingness to serve.

THE BOARD OF DIRECTORS –Section IX – (6) Layout and Trailer Policy

- 6) To make and enforce rules regarding the use of the modular layout trailer owned by the IVD.
 - a) The ownership, registration, maintenance, use, and disposition of the trailer is the sole respon-

sibility of the Board of Directors of the Illinois Valley Division of the NMRA.

- b) The trailer shall be used only for transportation of the modular layout to promotional events or other IVD purposes which have the approval of the Board of Directors.
- c) The trailer shall be stored at a location designated by the Board of Directors.
- d) Appropriate vehicles pulling the trailer shall be insured and the liability insurance of that vehicle shall cover the liability for the trailer while in transport.
- e) In case of the sale of the trailer, the proceeds of the sale shall be deposited in the account of the Illinois Valley Division by its Paymaster, or to the Midwest Region of the NMRA in the case of the dissolution of the Illinois Valley Division of the NMRA.

“Shake the Box Kits,” from page 2

applied from center of the roof to the edges and from the top of the walls to the bottom with a foam makeup wedge. After application, the pastel was thinned by removing some of the pastel with a clean wedge until satisfied with the look of the weathered walls. The weathering need not be covered with a dull coat or other fixative. Foam wedges can be purchased in bulk at a chain pharmacy or beauty supply store quite inexpensively.

If the modeler is not satisfied with the result, Pan Pastels can be washed off to start the process again. Using Pan Pastels is quick and easy. This car took about ten to fifteen minutes to weather the top, sides, bottom and ends to my satisfaction.

The simple “shake the box” kit, which would have taken about twenty minutes to assemble, will now take several hours. But the reward is that a \$25.00 kit, including upgraded parts, can become a finely detailed show piece for your layout. I have been known to take cast-off freight cars from local train shows and turned them into first class looking models.

Have fun assembling your special car. No one needs to know how little you paid for it!

Late Arriving Information:

Bureau County Train Fair and Farm Toy Show

Saturday, November 18, 2017, 9:00 am to 3:00 pm, 205 South Fifth Street, Princeton, IL (Bureau County Fair Grounds). Train Layouts and Vendors. Admission \$4.00, Children 10 and under are free. Tables available for those who wish to sell items. For more information, contact Kathy Bauer, (815)866-3606, kathybcfair@yahoo.com, or web page www.bureaucountyfair.com.

DAVE HAWKEY AND ROD PRICE APPOINTED TRAINMASTERS-AT-LARGE

The names of those who are placed on the election ballot for the Illinois Valley Division Board of Directors can come from two sources. First and most often, a member will volunteer to run for an office and be placed in nomination by the Nominations Committee. The other method is a name nominated by a petition signed by five members, with permission of the nominee, and forwarded to the Assistant Superintendent, who is the chair of the Nominations Committee. Petitions for nomination for the Superintendent, Assistant Superintendent, Chief Clerk and Paymaster may be made by members of the division. Petitions for Trainmaster must be made from members of the district in which the trainmaster will serve. Petitions are due to the Assistant Superintendent by the date of the January meeting of the Division.

Since there were no volunteers or petitions for trainmaster for Districts 1 and 5 for the 2017 election, it was the responsibility of the Superintendent to appoint members from the district without a nominee elected or a trainmaster-at-large from the division to represent the district on the Board of Directors.

Mike Shockley, Superintendent, appointed Dave Hawkey and Rod Price as Trainmasters-at-Large. Dave will represent District 1 and Rod will represent District 5. See their pictures and biographical statements below.

DAVE HAWKEY APPOINTED TRAINMASTER-AT-LARGE



I am Dave Hawkey, 67, a full-time model railroader. I started with Lionel in grade school, dabbled in HO as a high schooler, but sold everything when I was in college. I started modeling in N-Scale when I moved to a small studio apartment in the Peoria, Illinois area in 1974 for my first job after graduate school.

The first version of the Peoria & Pekin Union was less than 2 feet by 4 feet, but my current version is a 35 foot by 40 foot double deck representation of the 1970s era P&PU in N-Scale. Under one portion of the lower deck, I have built an 18 foot long switching layout that loosely represents the 1950s era Minneapolis & St. Louis, Bartlett Yard in Peoria.

I am into operations on my own and other's layouts. I have planted thousands of lichen and ground foam trees on my own layout, but 90% of the 250 railside structures on my layout are incomplete mock-ups made with cardboard, foamboard and a variety of recycled

materials which have been "temporary" placeholders for 5 to 10 years. I can't use an airbrush, but I am hell on wheels with pencils and markers (which means my work looks like hell). I am a staff member for TrainBoard.com, a modeling and railfanning website and am moderator for their Layout Design Discussion forum with the screen name of PPUINN, for Peoria and Pekin Union Railway in N-Scale.

I have been an NMRA member since 2005, attended national and regional conventions and served as the IVD Chief Clerk in the past. I have given IVD clinics on making background tree flats and handling model railroad estate planning, and have helped put scenery on the IVD modules.

I appreciate the opportunity to serve as the Trainmaster-at-Large representing District 1.

ROD PRICE APPOINTED TRAINMASTER-AT-LARGE

From age 7, when I received an American Flyer S-Scale (also referred to as S Gauge) freight set until the present, at age 75, I have loved model railroading. My wife, Beth, and I raised two children, and have lived for 37 years in the same Astoria home, which features a large basement, quite suitable for a train layout.



After retirement from our petroleum/carwash/convenience store business, we earnestly set about finishing the layout. Now, that basement has a substantial train item inventory and a two level, 8 foot by 27 foot, S Gauge, layout which has been featured in "Classis Toy Trains" and "S Gauger" magazines.

I just love to see those model trains running, of creating the landscaping, of developing electrical and building skills, of the hunt to obtain items, and most of all, the comradery of fellow hobbyists and now serving as Trainmaster for the IVD's District 5.

DEADLINE FOR SEPTEMBER 2017 TIMETABLE

Articles for the September TIMETABLE need to be submitted by August 21, 2017. Railroad and model railroad oriented materials are welcomed. We all have ideas we can share to enhance the understanding and abilities of our members.

Editorial assistance is available for those who have an idea and need help with composition. Submit ideas and/or articles to Minton Dings, at 15548 SR 78, Havana, Illinois, 62644-6803 or call (309)543-6872 or e-mail greenriverbranch1957@gmail.com.



NMRA 2017 NATIONAL CONVEN- TION

July 30—August 6, 2017
The Rosen Plaza Hotel
Orlando, Florida

The 2016 NMRA Convention in Indianapolis is now history. It is not too early to be considering attending the 2017 convention in Orlando, Florida. The convention committee has more than 100 clinics for every skill level, 60 layouts built by beginners to Master Model Railroaders on tour and prototype tours, including Amtrak's Auto Train terminal in Sanford, CSX's Rockport Yard, the Tropicana Juice Train, the NASA Railroad, the home of the Ringling Brothers, Barnum and Bailey Circus Train and the Florida Railroad Museum, are available to attendees.



The convention hotel is The Rosen Plaza. Nightly rates are \$119.00 plus tax. Parking is \$13.00 a day or \$20.00 for valet service.

Less expensive hotels are located within two miles on International Drive. The "I Ride Trolley" is available with frequent service of about every twenty minutes between 8 am and 10:30 pm.

The registration fee is \$130.00 for members, \$65.00 for companions and \$35.00 for youth under 18. *(This is the early registration price and may be higher for later registration.)* Keep up to date on prices and other information at nmra2017orlando.org/.

United Airlines is the official airline for the convention offering a 10% discount by using code ZX2A. Amtrak has three arrivals daily; 9 am for The Auto Train from Lorton, VA, and the east coast corridor trains, The Silver Star and Silver Meteor, at 10:06 and 12:48 pm.

Orlando is an ideal place to make the week of the convention a family vacation. Orlando is the home of Disney World and all the intrigue of the "magic kingdom." There are many wonderful places to tour along the I-4 corridor from Busch Gardens and Sea World in Tampa at the west end to Daytona Speedway and Kennedy Space Center to the east. There are eight theme parks and four major water parks in the Orlando area.



Attend a Convention Closer to Home:

ROCK RIVER DIVISION TO HOST MIDWEST REGION 2017 CONVENTION

The Rock River Division will be the host for the Midwest Region 2017 Convention to be held at the Rockford Holiday Inn, Friday, Saturday and Sunday, April 28, 29 and 30, 2017.

The Midwest Regional Convention is presented as a smaller convention than what one would find at the national level, but is presented with the same high quality as the national event with layout tours, clinics, operating sessions and the contest and display room. Clinics have already been scheduled with Cody Grivno, Randy Garnhart, Jerry Pyfer and McKeegan Curran (on teenagers, the next generation).

The convention activities will begin with a Hobo Grill cookout at the Rochelle Railroad Park from 11 am to 4 pm on Friday for those who want to experience the BNSF and Union Pacific up close and personal. Operating sessions are available for the first 39 persons who sign up for them.

The Rock River area is known for its many fine layouts which will be open from 1 pm to 5 pm on Saturday and 11 am to 5 pm on Sunday. Non-rail activities include The Klehm Arboretum, Tinker Swiss Cottage, Nicholas Conservatory and Gardens and Midway Village Museum.

The conference hotel is the Holiday Inn, Rockford, just west of I-90/39 and west US 20 (State Street) on North Bell School Road. (Unofficially, the word is, but not yet in print, that the conference hotel rate will be \$99.00 per night.)

We can be assured that the Rock River Division will put on a great convention for the Midwest Region come next April. Mark your calendar. More information will be forthcoming soon. More information can be found at www.2017mwrconvention.com.

AD FEES FOR THE TIMETABLE AND WEBSITE WERE DUE IN JANUARY

The fees for personal and business advertisements in TIMETABLE and Website are due.

The cost of advertisements in the TIMETABLE, Website or both is listed below.

Yearly Rates:	Website	T'TABLE	Both
Personal: Business Card Size:	\$10.00	\$5.00	\$12.50
Business: Business Card Size:	\$20.00	\$12.50	\$30.00
Business Card X2:	\$30.00	\$25.00	\$45.00

Send fee and/or inquiries to Minton Dings, 15548 SR 78, Havana, IL 62644. Help is available to construct new ads. Partial year fees are available.

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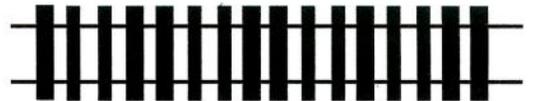
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YOUR PERSONAL LAYOUT OR BUSINESS AD CAN APPEAR IN THE TIMETABLE

You are encouraged to place an ad for your layout or business in THE TIMETABLE. The ad will be published 5 times a year, January, March, May, September and November. Business card sized personal ads are \$5.00 per year and business card size business ads are \$12.50 and business card size x2 size are \$25.00 per year. Help is available with design.



May 21, 2017



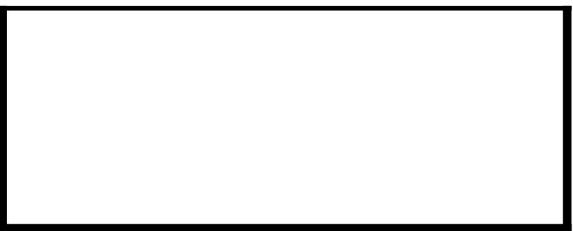
THE ILLINOIS VALLEY DIVISION OF THE NMRA PRESENTS

MODEL TRAIN MEET

**SPRING VALLEY CITY HALL, COMMUNITY ROOM
210 NORTH GREENWOOD STREET
SPRING VALLEY, ILLINOIS**

**DOORS OPEN @ 12:00 – MEETING @ 1:30 PM – \$2 Donation
TWO CLINICS ON MODEL RAILROADING, RAILFANNING,
AND/OR RAILROADING WILL BE PRESENTED
LAYOUTS ON TOUR, TBA**

**(MAPS AND DESCRIPTIONS WILL BE PROVIDED)
SWAP TABLES (Closed before the meeting - Sorry, NO DEALERS)
CONTESTS : (1) BUILDINGS OFF LINE AND (2) MAINTENANCE-OF-WAY CARS, VEHICLES AND EQUIPMENT**



I/D TIMETABLE
Minton Dings, Editor
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