



THE TIMETABLE

OFFICIAL NEWSLETTER OF THE

ILLINOIS VALLEY DIVISION



NATIONAL MODEL RAILROAD ASSOCIATION

Volume 36, No.5 November 2017

WEBSITE: nmra-ivd.org

Greetings Fellow Modelers,

We had a great time in Lewistown. Thanks to Trainmaster Jeremy Bubb, who planned it. We saw four great layouts thanks to Rod, Minton and Jim...and the thirty or so of you who ultimately made the meeting possible. It was great to have NMRA-Midwest Region President Steve Studley come to our meet.

The Illinois Valley Division is in dire need of a new Superintendent and Chief Clerk. Come the election in March, Gary Baker and I have reached our term limits. Really, the only requirement is willingness. You can learn the rest. Most of this organization, and indeed the hobby, is heart. There is a small time commitment to serve the organization. As a Trainmaster, you organize the one meeting per year in your district—location, clinics and layouts to visit. Also, the Trainmasters attend each Board of Directors meeting a few weeks prior to each meet. Our Trainmasters go well beyond these minimums. Many of them donate items for our raffles and refreshments for our meets. What are you willing to do to help the IVD?

The Chief Clerk keeps the minutes of the Board meetings and sends thank you notes to our meeting locations along with a donation check from the Division. It is meticulous and organized work and we hope you will come help if you see those skills in yourself.

A Superintendent oversees the function of the Division and receives counsel from the Trainmasters, Assistant Superintendent, Chief Clerk and Paymaster. Ultimately the responsibility for the success of the Division rests on this office. I have succeeded and sometimes not so much. I think I have had a willingness to learn from my mistakes and try to do better next time. I sincerely hope that no one toward whom I have blundered has yet to receive an apology. Truly, ignorance is the root cause, not maliciousness.

I am sorry I can't be with you at the meet in Bloomington. One of the duties of Superintendent is to attend the Midwest Region Board of Directors meeting twice a year. I have been to some amazing places be-

cause of my willingness to serve. In the spring, the meeting coincides with the Midwest Region Convention. In the fall, it can be anywhere, anytime and this year they decided to have it in Milwaukee at Trainfest. This happened in 2014 and fell right on top of our meet, so again, our District 2 Trainmaster Jeff Trimble will steer the meeting. Thanks, Jeff, for your willingness. I think Jeff has a theme of layout design this year. It is a topic I would love to understand more.

As I write this, I am again on vacation. My cousin got married in the D.C. area, and Fran and I decided to stay a few extra days. Along with a few tours, we have ridden subways to various museums, zoos, and monuments. We will have to blaze a trail back to Peoria so I can get on a plane and travel for work...to Baltimore. Sometimes this column writes itself with better stuff than I could make up.

One more thing about willingness. I have offered the IVD to host the 2020 Midwest Convention in Peoria. It is still up in the air. More information will come after the fall board meeting. Be thinking about how you can help pull this off.

See you in January.

Mike Shockley
IVD Superintendent

ATTENTION: Subscription and Ad Holders

Subscriptions for those who desire to receive printed copies of the TIMETABLE, and those who have an ad for their business or layout in the newsletter need to renew their subscriptions and advertisements by January 1, 2018. See pages 5 and 7.

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

COMPOSING THE NEWSLETTER



With this issue, I am beginning my seventh year as the editor of the Illinois Valley Division's newsletter, the TIMEABLE. I remember the meeting of the IVD Board of Directors in the back of Marion Brasher's Hobby Shop, the Valley Roundhouse, where Mike Shockley asked if I could take over the responsibility for the newsletter.

The previous editor needed to resign due to health and other issues. He had been doing an excellent job with the newsletter and his resignation was a surprise to me. Mike looked around the table among the board members asking who thought they could take over the task. None of us volunteered. Then Mike looked at me. I said it has been years since I last composed a church newsletter and it was with equipment and means of a different age. But he would not take "no" for an answer. Looking around the table affirmed the situation that I needed to take on the challenge.

In the process of producing my first newsletter, I had to learn it's format, discovered that my flatbed scanner, which had not been used for several years, was not compatible with Windows 8.1, and there was no driver available. I had to purchase and learn Microsoft Publisher, which I found to be an excellent word processing program. All seemed to be in order to produce newsletters.

In those days every member received a printed copy of the TIMETABLE. During my second run, my small office color laser printer died. Samsung said it would cost \$400.00 to repair it. That happened to be the same cost as purchasing a new printer, so it was replaced. So that issue was printed on Mike Shockley's small home color laser printer. It took us most of an evening. Since then, production of the TIMETABLE has been easy and mostly a joy.

But one thing is evident and is a weakness in our rag. The issue is the lack of contribution of materials for print. Mike Shockley submits his bi-monthly Superintendent's Report, Marion Brasher faithfully sends his Wanderings column and the remainder is relegated to me to find or write copy for each issue. Our weakness is that the TIMETABLE is disseminating information from the same members. Not to complain about the present contributors, but we all have our limitations and I think they are probably showing.

Don't get me wrong, I enjoy writing and doing the TIMETABLE. I am constantly writing on model railroad subjects, some of which you may have read here. It is part of my "retirement occupation."

What our newsletter needs is contributions from more of our members with modeling ideas, railroading and railfan experiences (and pictures) and layout reviews. The contributions need not be long and there is help in writing an article for those who feel the need.

Look to page 9 to see a new opportunity for you to share your knowledge and skills with the rest of us.

ILLINOIS VALLEY DIVISION MEET

November 12, 2017

McLean Christian Church
110 East Morgan
(On the Square in McLean)
McLean, Illinois

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

The meeting will be held in the Christian Church. Doors open at 12:30pm to allow the church crowd to leave from their church service.

Swap tables are available to members. 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 presentations on model railroad design. Layout tour to follow.

The contests for September will be passenger cars and bridges

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

Directions: Leaving I-55, travel to the second street past the Mobil Station and turn right. Travel north to the Union Pacific Railroad crossing. Cross the tracks and the church will be on the northwest corner of the square.

50TH ANNIVERSARY HOPPER AND BOXCARS PRICE REDUCED

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

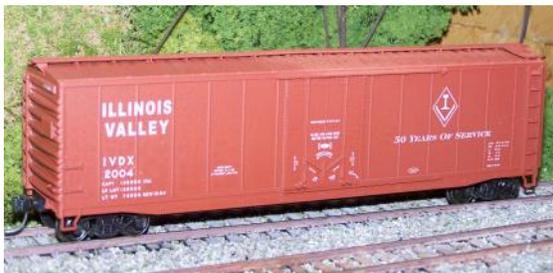


area train shows where the IVD has a NMRA/IVD promotional display.

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 left.

Both cars will be for sale at the division meeting on November 12. The cost is \$15.00 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 \$15.00 for each car plus \$5.00 shipping, or \$6.50 for shipping of two or three cars.

2017-2018 IVD Meetings At A Glance

Our meetings 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.

Event, November 12, 2017 District 2, 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
Chatham Depot, Chatham, Illinois
Contests: Scenery, any Season and Prototype Photos

Board Meeting, February 17, 2018, Pekin
Lake Whitehurst Club House

Event, March 11, 2018, District 1
ReMax Building
Election Meeting
Contests: Scratchbuilt any Category and Kitbashed, any Category

Board Meeting, April 21, 2018, Pekin
Lake Whitehurst Club House

Event, May 20, 2018, District 3
Location to be Announced
Contests: Freight Cars and Dioramas on-line

2018 ELECTIONS

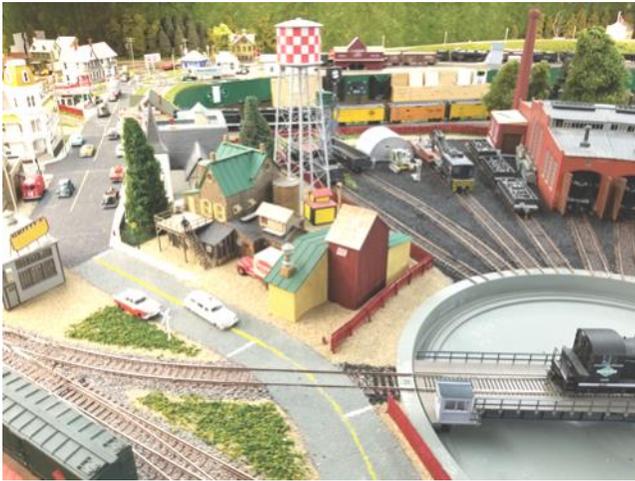
In 2018 the offices of Superintendent, Chief Clerk, and Trainmasters for District 2 (Grundy, Livingston, McLean & Woodford counties), and District 4 (Fulton, Henry, Knox, Mercer, Rock Island & Warren counties) will up for election.

Job descriptions are listed in the division bylaws and will be posted in the January 2018 edition of THE TIMETABLE. Intention to run for office and biographies are due to Minton Dings, Assistant Superintendent and Nominations Chair by February 12, 2018.

Members of the executive committee of the Board of Directors are actively seeking members who would be willing to serve in these important positions. Please consider serving in one of these positions. If interested, contact either Mike Shockley or Minton Dings.

Layout Tour, Lewistown Meeting, September 10, 2017

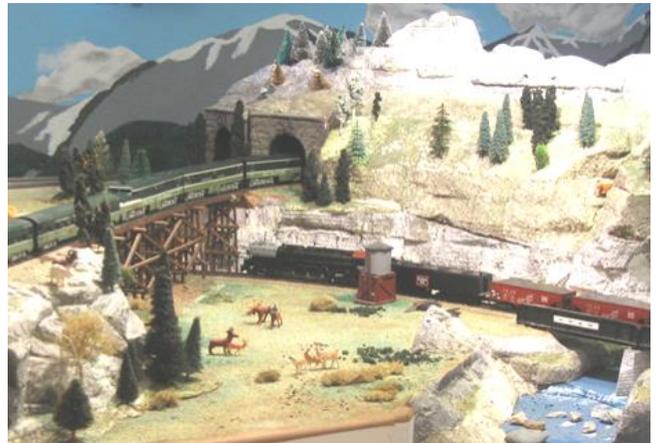
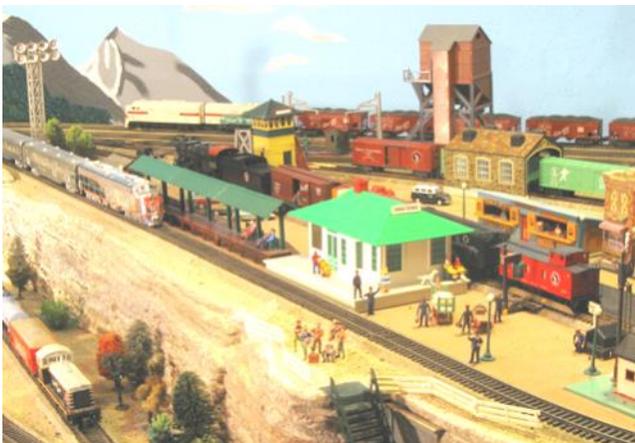
Green River Branch, Illinois Central Railroad, 1957, HO Scale Minton Dings, Havana



Rock Bottom & Santa Fe, HO Scale, Jim Tatum, Lewistown



Chicago, Priceless & Denver, S Scale, Rod Price, Astoria



WANDERINGS

by Marion Brasher, MMR

TO WEATHER OR NOT, Part 2

Over many years of my association with model railroading, there has been the question of weathering. Weathering is the process of making your model railroad look real. There have been countless articles on this subject.

Do you weather? Many of us do without knowingly doing it. Do you vary the color of a structure that has just been built? Do you paint your track to make it more realistic? Do you dirty your cars? This a method of weathering.

Over the years, I have weathered many items using a variety of materials. Back in the late 50's and early 60's, my model railroad was the Union Pacific. Using an airbrush, I began weathering steam engines. The UP steam engines showed a lot of white compound from leaking steam. This was my first attempt trying to duplicate what was seen in photos.

During my early days, photos were a shot of various equipment found on the Rock Island. Getting ideas today for me is going to Galesburg and shooting the BNFS yard from the Knoxville Road overpass (the bridge). Thousands of cars pass under the bridge during each day. Not only do you see weathered patterns on cars and locomotives, but what is still in open cars. You would be surprised.

Several early clinics I presented were on weathering. The medium used has changed over the years. Back in the 50's, artist oil paint and turpentine was the thing. The weathering was quite messy and took forever to dry.

After purchasing an airbrush, I really had fun changing the look of freight cars. Weekends would find a group of 20-25 cars in my work shop at my high school. One day my little compressor cracked a diaphragm and a batch of cars looked like someone had thrown fine sand at them. The cars looked like a beach.

About this time at an NMRA convention, a new medium was introduced to me, EYE MAKE-UP. This material has an oil base, so it can stick to the pores of your skin. A local discount (junk) store had some and we began to use it. I really liked the way it went on and stayed on. The major drawback was it's cost. You had to buy it at the cosmetic counter and deal with the clerk giving you "that look"! If you were married, the "better half" would buy it for you. She now knew you were nuts.

Over the years I have used chalk with decent results. Of course, this method had to be fixed with Dulcote. In recent years other media have become available. My workbench has eight different shades of AIM powders. They are quite messy. Around my body was an apron of many colors. It would take many applications to apply it to a car.

About two years ago at a Rock River Division meet, there was a clinic presenter using a new product called Pan Pastels. We were told it was available at Michaels. But they had never heard of it [*and they still haven't—editor*]. It was available at Dick Blick Company of Galesburg as a catalog item.

When Walthers began handling it, the shop acquired a selection of color plus two palettes of earth and gray color. To me it was a dream come true. It reminded me of eye make-up. Tony Koester had an article in Model Railroader on weathering a locomotive in less than 10 minutes. For me, this is now my only method of weathering.

If the results are not quite pleasing, you can just wash it off and start over. If you do not handle the equipment often, you will not have to apply a fixative to it. Some people say if you do not fix it, it will show finger prints [*but not if handled with clean hands—editor*].

Weathering does make a difference on rolling stock and buildings. The question then is your preference to weather or not. Try it and see the difference.

OTHER OPPORTUNITIES FOR MODEL RAILROADERS

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. Handicapped Accessible. Free parking.

Peoria Train Fair, Sunday, November 19, 2017, 10 am to 3 pm, Illinois Central College, Rt. US-24, east of IL-116, East Peoria. Admission \$3.00, children under 12 free with an adult. Free parking, handicap accessible. The IVD portable layout and NMRA display table are planned to be there.

Quincy Society of Model Railroad Engineers Open House, Saturday, December 2, Noon to 5 pm and Sunday, December 3, Noon to 4 pm, Good Samaritan Home, 2130 Harrison Street, Quincy. Park in east parking lot. Handicapped assessable.

Great Tri-State Rail Sale, Saturday, January 27, 2018, 9:00am to 3:00pm, La Crosse Center, 2nd & Pearl Streets, La Crosse, Wisconsin, Sponsored by The 400 Foundation Limited, Admission \$5.00, children under 12 free. No parking or handicapped information available.

SUBSCRIPTION RENEWAL

Those members who wish to receive their TIMETABLE in printed form, need to renew their subscription by January 1, 2018. The renewal fee is \$10.00. Send check to Minton Dings, Editor, 15548 State Route 78, Havana, Illinois 62644.

RATS: UNCOUPLED AGAIN

by Minton Dings, MMR

Of the 635 freight cars in my inventory, probably at least 200 or more are “blue box” kits from Athaern. Most of these “blue box” cars were purchased from the mid-1960s through the mid-1990s. That was mostly what was available, I could afford and matched my skill level at the time. I still purchase an occasional “blue box” if it suits my needs (wants).

[Just a thought: Who needs 635 freight cars when no more than 100 can be on the layout during an operating session? But, I suspect that I am not the only model railroader who is “in that boat.”]

Most of us have upgraded the “blue box” kits with knuckle couplers, often Kadee #5s, and steel wheels. But many of us did not improve what I consider the weakness of the “blue box” kits, the snap on clip holding the coupler in place. So, from time to time the clip has fallen off during operations or occasionally when being handled.



The Tool for the Job

Sometime back, Gary Baker introduced us to a tool to repair and eliminate the problem of losing coupler clips. It is called “Bulls Eye Drill Jig,” which includes the bulls eye tool, #50 drill and tap for 2-56 screws, offered by A-Line a division of Proto Power West. It is Part #11003.

A-Line also offers a Screw Pack of 50 2-56 X 1/8” screws, Part #11004. 2-56 screws can be purchased in bulk from other sources. A #50 drill, Part #11001 may be ordered if a replacement drill is needed.

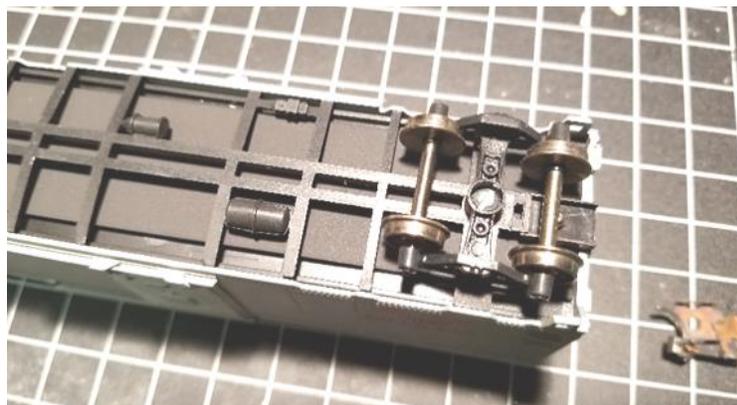
The Procedure

Remove the trucks and coupler from the car. If the underside of the car has not been painted black, this would be a good time to spray paint the weight and brush paint the remaining exposed area. The procedure could be accomplished without disassembling the frame, but the be-

fore mentioned method is recommended and safer, both for the car and the modeler. Additional underside detail could be added at this time.



Laying the underframe on the work surface, center the drilling jig on the centering post of the coupler pocket. Drill a hole through the post. Although an electric drill can be used, I prefer to use a pin vice for better control. Once the hole is drilled, the tap can be used to cut the grooves for the threads of the screw. I have found that the tap is not necessary since the plastic is soft enough for the screw to make it's own threads.

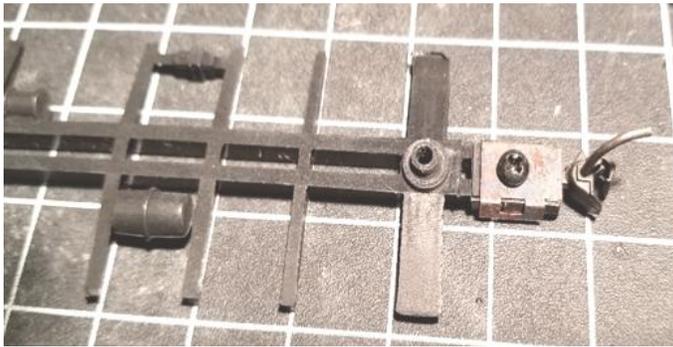


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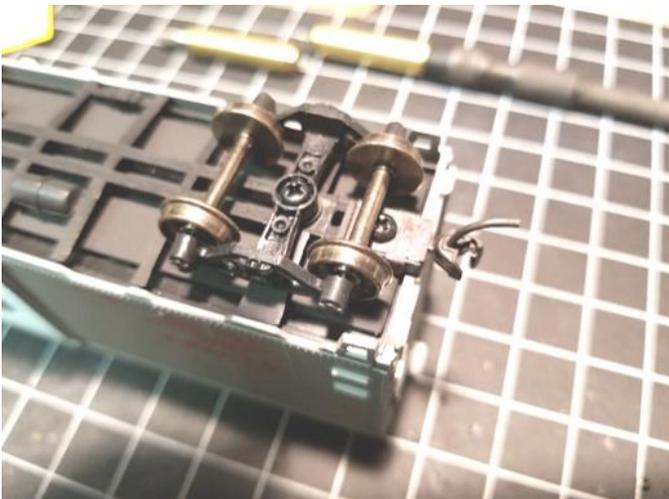


Reassemble the coupler parts as before. Place the clip as originally designed. What is left is a hole in the middle of the centering post into which a 2-56 X 1/8" screw will be placed. This will secure the clip and prevent another accidental disassembly and uncoupling.

Since one coupler has been repaired, it makes sense to convert the other coupler assembly also. Because screws with Philips heads are much easier to use, I replace the truck screws with 2-56 X 5/16" Philips screws. If, when tightening the truck screws, the trucks do not freely turn, back the screw off 1/4 to 1/2 turn, until trucks turn freely but are stable.



The Final Result



Parts are available at most train oriented hobby shops or at:

A-LINE
 PO Box 2701
 Carlsbad, CA 92018
 online at www.ppw-aline.com

PUT YOUR AD IN THE TIMETABLE AND WEBSITE

Personal and business ads in Timetable and IVD Website are available, such as seen on page 11.

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

	<u>Yearly Rates:</u>	<u>Website T'TABLE</u>	<u>Both</u>
<u>Personal:</u> Business Card Size:	\$10.00	\$5.00	\$12.50
<u>Business:</u> 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.

PLANNING AHEAD



MWR Convention **April 13-15, 2018** **Madison, Wisconsin**

Early registration will be \$55.00 for NMRA members; non-rail registration will be \$40.00 which includes the banquet for both. The convention hotel will be the Radisson Hotel, 517 Grand Canyon Drive, Madison, located in southwest Madison near the West Town Mall and Madison Hobby Stop.

The banquet speaker will be Tony Koester, contributing editor and columnist of "Trains of Thought" for Model Railroader Magazine.

More information and registration will be available and will appear in the TIMETABLE. Information will be also available at Capitol400@charter.net as soon as available.

NBMRA NATIONAL **CONVENTION &** **TRAIN SHOW** **August 5-12, 2018** **Kansas City MO**



The 2018 National Convention will be at the Westin Kansas City Hotel and Crown Center, 1 East Pershing Road, Kansas City, Missouri 64108. Cost of the convention will be \$140.00. The hotel will be \$137.00 daily with a \$17.00 daily parking fee (\$24.00 valet). Registration can now be made online at <http://www.kc2018.org>.

Springfield Railroad Society, Inc.

TRAIN FAIR

March 25, 2018 - Orr Building - State Fairgrounds



***The Largest
Train Show
in Downstate
Illinois!***

Over 35,000 square feet of trains!



**Early Bird
shopping starts
at 9 am
for only \$10!**

Hundreds of vendor tables!

Buy - Sell - Trade Trains

Actual Operating Layouts

Admission \$5 after 10 am.

Children under 11 FREE / Free Parking / Hours 10 am to 4 pm

For more info, go to www.springfieldtrainfair.com

YOU ARE INVITED TO JOIN IN . . .

GREAT FIXES and LAYOUT PROBLEM SOLVING

Beginning with this issue of the TIMETABLE, a new series and opportunity is open to all members of the division. As we model and build our layouts, we discover, read about and learn new techniques to enhance our modeling experience, expertise, and joy in model railroading. This might include tools discovered which can be used for model railroading purposes.

You are invited to join in sharing your information with members of our division through our newsletter, the TIMETABLE. Articles can be of any length and pictures to illustrate the article are helpful.

The materials can best be transmitted electronically as a Publisher or Word document attached to an e-mail. Pictures are easiest to include with the article if they are also included as attachments. The information can be hand written and mailed with photos if necessary.

Credit must be given for materials which are not the creation of the author. This includes pictures. What cannot be accepted are materials which are copies directly from other publications without written permission of the author and/or publisher.

Materials may be sent to the editor at greenriver-branch1957@yahoo.com with the subject line title "Timetable Article" so that the e-mail will not be discarded as from an unknown source. Mailed copy may be sent to Minton Dings, Editor, IVD TIMETABLE, 15548 State Route 78, Havana, Illinois 62644-6803, (309)241-4504.

You may read below two articles submitted by Dave Hawkey as examples of submissions to this new feature.

A Reach-Extending Tool

by David Hawkey

I have an uncomfortably long reach to several Caboose Industry ground throws at the back of my upper deck. Instead of installing costly Tortoises or long linkages to the fascia, I crimped an extra telephone spade lug for 22-26 AWG wires (which looked like a 2-pronged fork, not unlike a flat tongue or spade) on the end of a 12 inch

long, 1/8 inch diameter, wooden dowel to make an inexpensive tool for extending my reach to the distant ground throws. This tool will work for all scales.

To flip the ground throw lever from one side to the other, I hold the reach-extending tool so the prongs were vertical (one at 12:00 and



the other at 6:00), caught the ground throw lever between the two prongs, and then rotated the reach-extending tool one half turn along its axis, so the ground throw lever was flipped from closed to thrown or from thrown to closed. These two pictures show the ground

throw lever in the thrown (red) position, then flipped to the other side to the closed (green)

Making the Reach-Extending Tool a "Two for One" Tool

by David Hawkey

When the Yard Master classifies cars in the major yard on my layout, he is constantly using an uncoupling pick. He also needs to frequently use the reach-extending tool to flip several ground throws located deeper toward the back of the shelf. To

reduce the number of tools he has to juggle, I've sharpened and sanded smooth the end of the reach-extending tool, so the YM can use the sharpened end as an uncoupling pick and use the 2 prongs at the other end to flip the hard-to-reach ground throw levers.



THE DANGER OF THE INSTALLING THE TEMPORARY

by Minton Dings, MMR

Although there are many examples of what I am about to point out in this the expose' on my own work in model railroading, I have the suspicion that I am not alone in this habit. Although I can name a few more personal examples of this tendency, I could have named this article, "The Tale of Three Bridges."

Bridges One and Two on the Mainline

After finishing the benchwork on my Green River Branch of the Illinois Central, I began putting down flat surfaces for the villages and towns and sub-roadbed. I came to what would need to be a long span over what I thought would be the Green River, actually now Pond

Continued on Page 10

Installing the Temporary, Continued from page 9

Creek, on the bottom level.

Then along came the track, which became two tracks to the river bank. I had planned to scratchbuild the bridges across this waterway, but was quite unsure of my scratch-building abilities so the project was postponed. That was about eight years ago.

The present version of the Green River Branch is the eighth attempt to build a layout. Each attempt ended with a move to a new location and residence as determined by my employer, the United Methodist Church, for which I was a pastor under obligation to appointment. We moved often as I advanced in positions of responsibility. In the process, I had gathered quite a collection of parts and pieces, including a goodly number of Atlas bridge kits.

The decision was made to build a temporary bridge over the Green River with these kits until the materials and skills were evident or a high-quality kit was purchased as a replacement.

Therefore, twelve Atlas bridge kits were assembled to form the necessary bridges so that at least trains could be travel over the waterway until a “proper bridge” could be built. Pictured here are the Green River bridges.



Bridges in the front of the picture over Pond Creek was made from twelve Atlas bridge kits.

These 400-foot bridges were made from twelve sections, six plate-girder and six Warren truss through bridges. Eight bridge kits were constructed as they came from the box. Four Warren truss through bridge kits were reconfigured to make two longer spans over the part of the creek which is visible. It functions very well, but looks somewhat unsightly when one observes the guard rails of the track and the wide spacing of the ties.

To its credit, it functions very well, because the bridge track rails are one continuous rail which was soldered together as the bridges were being assembled. Its reliability probably accounts for its longevity.

The steel bridge kits for the replacement of these bridges have yet to be purchased. There are so many high-quality bridge kits available that this bridge will probably not be scratchbuilt as had originally planned.

The High Bridge

The bridge shown in the background of the pictures is called the “High Bridge” over what is Pond Creek. This bridge was planned to be a high wooden trestle and it would be scratchbuilt someday. The operating interest of this bridge, beyond its functionality of crossing a wide span, would be that being a wooden trestle, only one steam locomotive would be allowed on it at a time.

The story of the High Bridge has a long history. Sometime about 1978, a long bridge was necessary on a previous layout. This 450-foot bridge was reconstructed (my word for kitbashed) from nine Atlas Warren deck bridge kits. This bridge is nearly forty years old as a model and used on four succeeding versions of this layout. Considering the poor quality of plastic glues at the time of its original construction, it has needed repair several times. Yet modern “weld type” glues have made it a solid and stable structure.



The High Bridge is constructed from nine Atlas Warren deck bridge kits. It is nearly 40 years old.

This bridge was just long enough to fill the need for a temporary bridge until the wood trestle is built. Besides its sturdiness and electrical reliability, it is impressive watching two or three GP7 or GP9 diesels or two steam engines pulling a string of empty hoppers up the valley or easing the same number of loaded hoppers down over this bridge on their way to the Kentucky Light & Power plant in Beaver Dam. I believe the wood trestle concept is not going to come to fruition.

As with the mainline bridges, close inspection of the structure shows its early construction by a less skilled modeler, me. Its guard rails are also unsightly, ties are too widely spaced and the towers on which it sits are not prototypical. Here too, it appears that a high-quality bridge kit is needed to replace this bridge.

I have heard of other model railroaders who have used their temporary stand-in structures for many years as they have completed trackwork or other tasks, who reluctantly or never return to replace their “temporaries.”

What is the danger of my using these old bridges as temporary stand-ins for the bridges which are planned? They are old friends, one which has been in existence almost as long as I have been a model railroader. How does one retire old friends which have served you well?

Call me sentimental will you!

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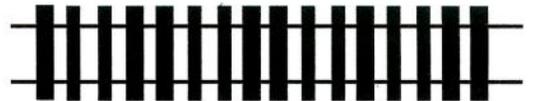
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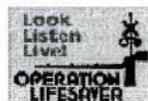
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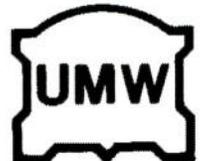
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DOORS OPEN @ 12:30 PM— Meeting @ 1:30 PM — \$2 Donation

CLINIC: A PRESENTATIONS ON LAYOUT DESIGN

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