



# THE TIMETABLE

THE OFFICIAL NEWSLETTER OF THE  
**ILLINOIS VALLEY DIVISION**  
NATIONAL MODEL RAILROAD ASSOCIATION



**Volume 39, No.3, May 16, 2020**

WEBSITE: [nmra-ivd.org](http://nmra-ivd.org)

Hello IVD members,

Here it is once again, time for another gathering of IVD members to meet for fun, learning and most importantly FELLOWSHIP!

Here is what has happened since our last Meet in January and the last IVD board meeting.

As you know the March Meet was cancelled due to the COVID-19 pandemic. Now it is certain we will not be able to hold the May IVD Meet as well due to the new extended shelter in place set by Governor Pritzker and the library has cancelled all activities at its locations. As an alternative, I have suggested a virtual IVD meeting via online WebEx. This will allow members to attend from the comfort of their homes and be able to see and hear the business portion as well as any clinics that we will be having. This does require a PC USB headset and a webcam if you want to be seen, if not, no webcam is needed. But the headset is essential. If at minimum, you have speakers connected to your computer or laptop, you can at least listen in on the virtual meeting. An email was sent to all members looking for interested individuals who would attend via an online meeting. Still looking for responses, I have received a few, but sure would like to see more. If you have any questions regarding how this will work or if you need help getting your headset set up, please feel free to reach out to me via email and I will help you as best I can.

The July IVD cookout is tentative as well, again due to this pandemic and we will also have to see how that works out for us. We have tentatively set July 19<sup>th</sup>. Again, keep an eye out in your emails for updated information.

We are also looking to have a layout tour/operating session Roundtable in August in the northern part of the division. What does this mean? Well, we are looking for IVD layout owners to open their layouts to either a tour or operation sessions on a Saturday to be determined and have their layouts open from approximately 10am to 4 pm. As we meet cen-

trally in Peoria now, our layout tours have been basically Peoria layouts, when they are available. This Roundtable event will allow members time to visit layouts without any time restrictions on them, which will allow everyone ample time to view and tour as many layouts as they possibly can in one day. Dave Hawkey will be handling the arrangements and scheduling with each layout operator. So be on the lookout for emails regarding these Roundtables.

As a reminder we still have a few IVD board positions that need volunteers to fill. We need the following positions and if you are interested, please reach out to me and we will get you appointed and your secret decoder ring and show you the secret handshake.

- Assistant Superintendent
- Trainmasters:
  - o District 1
  - o District 2

Well that's all for now, until we see each other at the meet.

Highball!!!

Jim Tatum

IVD Superintendent

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.

## DIVISION OFFICERS



To Be  
Appointed

### SUPERINTENDENT (2020)

Jim Tatum  
(309)-547-0312  
[superintendent@nmra-ivd.org](mailto:superintendent@nmra-ivd.org)

### ASST. SUPERINTENDENT (2021)



### CHIEF CLERK (2020)

John Moore  
(815)324-9165  
[chief.clerk@nmra-ivd.org](mailto:chief.clerk@nmra-ivd.org)



### PAYMASTER (2021)

Ken Burr  
(309)232-9202  
[paymaster@nmra-ive.org](mailto:paymaster@nmra-ive.org)

## TRAINMASTERS

### TRAINMASTER AT-LARGE (2020) - REPRESENTING District 1, Peoria & Tazewell Co.

To Be  
Appointed

### DISTRICT 2 (2020) - Grundy, Livingston, McLean & Woodford Co.



### DISTRICT 3 (2021) - Bureau, LaSalle, Marshall, Putnam & Stark Co.

David Hawkey  
(309)274-6150  
[district3@nmra-ivd.org](mailto:district3@nmra-ivd.org)



### DISTRICT 4 (2020) - Fulton, Henry, Knox, Mercer, Rock Island & Warren Co.

Jeremy Bubb  
(309)-221-7865  
[district4@nmra-ivd.org](mailto:district4@nmra-ivd.org)



### DISTRICT 5 (2021) - Adams, Brown, Cass, Hancock, Logan, Mason, McDonough, Menard, Morgan, Pike, Sangamon, Schuyler & Scott Co.

Michael Yuriec  
(217)-3068427

2019 Illinois Valley Division, Midwest Region, NMRA  
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Contact editor at [greenriverbranch1957@gmail.com](mailto:greenriverbranch1957@gmail.com)



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## ILLINOIS VALLEY MEETING

**May 16, 2020**

**Meeting at the Peoria Public Library  
has been CANCELLED due to the  
COVID19 Pandemic.**

**See the Superintendent's Column on  
Page One for information about a pos-  
sible virtual computer format for the  
meeting.**

## Upcoming 2020 IVD Meetings

### Membership Meetings:

Although now on hold due to the COVID19 pandemic, when regular meeting resume membership meetings are held on the third Saturday of January, March, May, September and November at the Peoria Public Library, North Branch, 3001 West Grand Avenue, Peoria at 1:00 pm. Doors open at 12 noon.

### Meeting Schedule and Contests:

**To be determined. More information will  
be available in the June edition of this newsletter.**

### Board of Directors Meetings:

Board of Directors meeting are being held by computer/video conference format until regular meetings can be resumed. More information will be available in the June edition of this newsletter.

## **50TH ANNIVERSARY HOPPER AND BOXCARS PRICE REDUCED**

The Fifty Year Anniversary cars are still available. There are now only about 11 hoppers and 52 boxcars left. Both cars are for sale at the division meetings. The cost is reduced to \$15.00 each. The cars are available through Tom Ludlam at the

McLean Depot, 200 East Dixie Road, McLean, IL, 61754; telephone 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.





Midwest Region Convention  
May 14-17, 2020

**Cancelled  
Due to  
COVID19**

**PERSONAL AND BUSINESS  
ADVERTISEMENTS WERE DUE IN JANUARY**  
Make checks to Illinois Valley Division, NMRA. Send to  
Minton Dings, 15548 State Route 78, Havana, IL  
62644-6803

**Website Timetable Both**

(The paid through date for ads is found in the lower right corner of the ad such as the example to the right: **20**  
**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



**NMRA CONVENTION 2020**

**GATEWAY 2020**

**July 12—18, 2020  
St. Louis, Missouri**

**Cancelled  
Due to  
COVID19**

**MAILED TIMETABLE  
SUBSCRIPTIONS WERE DUE IN  
JANUARY**  
Make checks to Illinois Valley Division, NMRA,  
Send checks to  
Minton Dings,  
15548 State Route 78,  
Havana, IL 62644-6803

**Non-Subscribers will be dropped from receiving  
mailed copies as of the June 2020 issue.**  
**Subscription for one year, five issues, is \$10.00**

## **2020-2021 DIVISION MEETING POPULAR VOTE CONTEST SCHEDULE**

**September 19, 2020**

Hand Laid Track and Track Structures  
Buildings—On Line

**November 21, 2020**

Steam Locomotives  
Traction—Locomotives and Cars

**January 16, 2021**

Scratchbuilt Locomotives and Cars  
Kitbashed Locomotives and Cars

**March 20, 2021—Election Meeting**

Diesel Locomotives  
Photos of Models

## **UPCOMING OPPORTUNITIES FOR MODEL RAILRODERS**

**Great Midwest Train Show**, Sunday, June 14, (No show in July), August 9, September 13, October 11, November 8, and December 13, 2020, 9 am to 3 pm., DuPage County Fairgrounds, 2015 West Manchester Road, Wheaton, IL. Admission: \$7.00, children under 12 free. Free parking. Handicapped accessible.

**Check [TrainShow.com](http://TrainShow.com) for availability of the reopening of the Great Midwest Train Show.**

**30th Annual Rail Fair**, Saturday, July 18, 2020, Copeland Park, La Crosse, WI, 10:00 am to 4:00 pm. Admission \$5.00, Children under 12 free with a paying adult. Free Parking, Handicapped Accessible. Also Guided Tours of the 4000 Steam Locomotive, Caboose and Grand Crossing Tower.

**Check The 4000 Foundation Limited Facebook page as to whether this event will be available or cancelled.**



**GREEN RIVER BRANCH  
Kentucky Division  
Illinois Central Railroad, 1957**

**Affiliated with:**

Illinois Valley Division, NMRA  
National Model Railroad Association  
Illinois Central Historical Society  
Illinois Central Historical Association  
GM&O Historical Association  
RealRail, Bradenton, Florida

e-mail: [greenriverbranch1957@gmail.com](mailto:greenriverbranch1957@gmail.com)

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## **ILLINOIS VALLEY DIVISION APPAREL**

Hats, polo shirts, sweat shirts and denim shirts are being made available again to the membership.

**Hat:** Item #CP79, Hunter Khaki Green, \$12.00

**Polo Shirt:** Item #436MP, Forest Green, S-XL- 18.50, 2XL- \$20.50

**Denim Shirt, Long Sleeve:** Item #SP10, S-XL- \$23.00.  
plus \$2.00 for every X larger

**Crew Sweat Shirt:** Item #PC78, Dark Green, S-XL- \$16.00, plus \$2.00 for every X larger

**Tax:** Add 7.75% of total of items

**How to Order:** Since our supplier does not ship to individuals, orders will be taken as a group and forwarded to the supplier. Orders can be sent to Minton Dings, 15548 State Route 78, Havana, IL 62644-6803 using the form below. Include Item#, Item Description, Size, and Price. Include a check for the total including tax. Merchandise will be delivered at division meetings unless other arrangements are made. Questions? Call Minton Dings,

### **APPAREL ORDER FORM**

**Name** \_\_\_\_\_

**Address** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

<b>Item#</b>	<b>Description</b>	<b>Size</b>	<b>Price</b>	<b>Order</b>

# WANDERINGS

## MENTORS IN MY LIFE

by Marion Brasher, MMR®

Where did you gain the information you needed when you got introduced to model trains. My experience goes back to the late 1940's when I purchased a paperback book by Frank Ellison and his railroad. He was involved in theater working with both scenery and illusions. Frank was an early promoter of operations with his Delta Lines. Because of reading this book, he became my first mentor.

The Delta Lines was an O scale three rail railroad located in New Orleans, Louisiana. This was my first experience with real model railroading. My first set was a Marx tinplate I received for Christmas. It was set up for round and round running. There had to be more to this and Frank's book was my first attempt at imagining a model railroad.

During this time, 1948, the cover of a *Model Railroader* magazine had an incredible photo of an engine house by a fellow from Monterey, California, named John Allen. In the next two issues, he became a prominent name in modal railroading. I anticipated each month the arrival of *Model Railroader* and *The Model Craftsman* to see his latest photo or article and the balance of the G&D (Gorre & Daphetid Railroad). Allen's *Model Railroader* book carried photos of Gordon Varney's latest offerings in a completed scene and was always intriguing. In the early years of the 1950's, then the 1960's, John was published several times a year as he developed and built his second Gore & Daphetid Railroad. Until his death in 1973, he was the man known as "The Wizard of Monterey." He presented ideas beyond our grasp. His ideas, unusual for time, are standards for today.

With the passing of the "Great Poohbah," the torch of model railroading knowledge fell to a gentleman from Dayton, Ohio named Allen McClelland. Allen had a

series of articles in the now *Railroad Model Craftsman* on building the Virginia and Ohio. As the railroad was built a new concept emerged. The concept was called "beyond the basement." For the next thirty years Allen published many articles on the V&O. Tony Koester, *Railroad Model Craftsman* editor, put the V&O on the fast track along with the development of his Allegany Midland model railroad. We were always looking with anticipation to RMC's arrival to see his latest development.

Throughout the years there have been many people who have served me as mentors. As each photo or article reached print, they were carefully examined for something that I could use in my many endeavors. Yes, I changed my mind many times as I explored new ideas.

Mentors came to me in many ways over the years. The model railroad media was my early exposure to new ideas. I saw something and had to try it. There was a time many years ago when I built a "railroad" a month, each held something unique as I planned my dream railroad.

Looking back, I met John Allen twice at national NMRA conventions. Frank Ellison was before my time. Allen McClelland was an acquaintance of mine. I was able to operate on the V&O several times and became a member of the V&O Historical Society. Tony Koester was also a friend. I developed a relationship with him over a period of many years of attendance at regional and national NMRA conventions.

There have been many people who have passed knowledge on to me. Magazine articles, whose authors have been mentors being people I have never met. There were many clinics at meets attended over the years presented by people I had never before met.

These are many mentors who have influenced us all.

# HAND LAYING TRACK

by Minton Dings, MMR®



One of my favorite projects in model railroading is hand laying track. That being said, most of the track on my layout, the Green River Branch of the Illinois Central has Atlas flex track. The reason for this is my thought that if I hand laid more than 560+ feet of track, including sidings and passing tracks, I might not live long enough to complete such a project.

That project is being constructed in HO scale, but I believe it will be instructive for any scale.

## Preparation

All of the first four projects are being built diorama style on a five-foot piece of cabinet grade 5/8ths inch plywood. Permission had to be secured to build it on the kitchen table, since I do not have an indoor workspace more than four feet long. With the promise that an area for both of us to eat would be reserved, permission was granted.

It is important to cover the workspace with newspaper to protect the surface. It is also important to pick up and store tools and supplies after each work session. Good housekeeping for the project might go a long way toward being able to seek permission for future projects.

## Necessary and Helpful Tools

The use of each of these tools shown in the upper right of this page will be explained as used in the building project. The tools I have used are for code 100 rail, which I have had on hand from the building of the Green River Branch and other projects. The modeler may choose to build in code 83. This decision needs to be made at the outset since some of the supplies and the triangular track gauges from Micro Mark are only available for code 83. I believe that the triangular track gauges, while not essential, make the laying of the second rail easier.

## Preparing a Surface

The best surface on which to hand lay track is cabinet grade plywood. But, it is expensive. The



Pictured above, beginning at top left is a sharp Sharpie marker, a pencil, 2 fine brushes, a medium brush, a #11 hobby knife, a box of medium track spikes, a sanding block, a bottle of Titebond Original Wood Glue, a large spoon, a medicine dropper, a 3 foot metal ruler, a 12 inch ruler, a spike puller (also known as a pin inserter), a spiking tool, a rail nipper, a mechanic's square, a soft foam brush, an assembled scale freight truck, 2 triangular track gauges, and an NMRA standards gauge.

second-best choice is plywood with one side finished. The least expensive is plywood with neither side finished. This is acceptable since a roadbed material will be applied to the surface. Beware of a plywood surface which has many knothole irregularities on the surface which will be used for the top.

Five eights to three quarters inch plywood is best for long term durability with the thicker being the better. Over time three eights to one half inch plywood may cause problems with warping in an environment which is not humidity controlled. Tony Koester has been quoted to have said when asked why he used three quarter inch plywood, "They don't make one-inch plywood." Any obviously rough spots should be sanded smooth.

## Laying Out the Track Plan

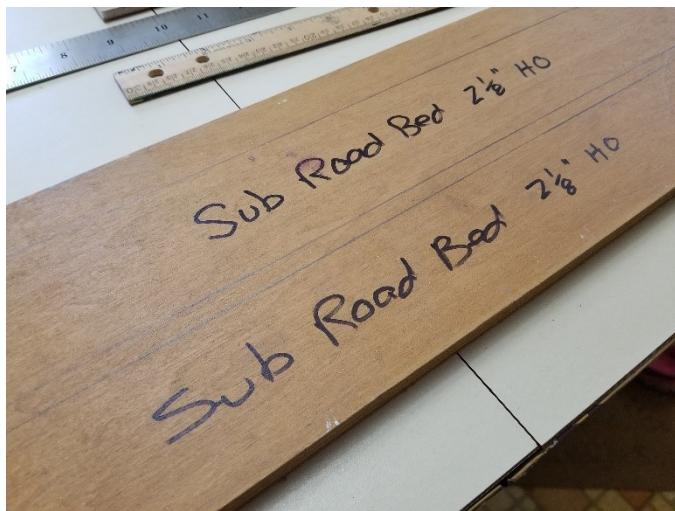
In this case, laying out the track plan is sketching in the track to be laid for the length of the project.

Continued on Page 7

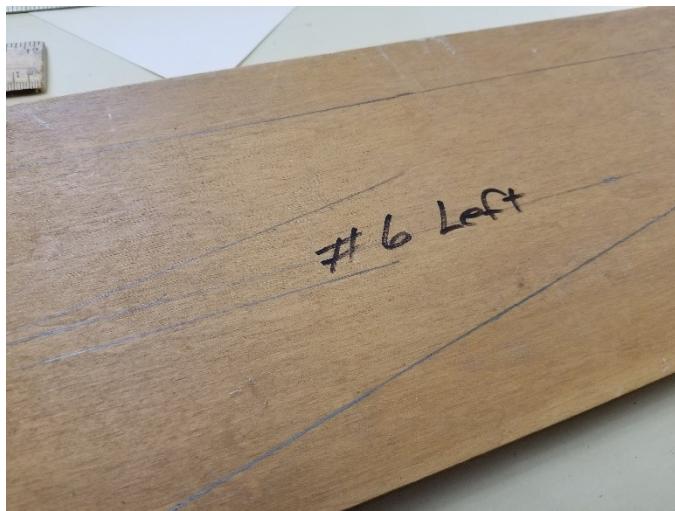
## Continued from Page 6

This should be accomplished in relatively short segments. For straight track I use a 36" metal ruler because many wooden yard sticks do not have a straight edge, and may be bowed.

Here the sub roadbed was measured to be 2 1/8<sup>th</sup> inches wide, both for the mainline and siding, pictured below.



The switches were also laid out in pencil. Since the #6 left switch will be built with the Fast Tracks® system, a Fast Tracks® QuickSticks pre-formed tie switch assembly was used as a pattern. I used a #6 Atlas switch as a pattern for the layout of the #6 right switch which will be the subject of another article in the upcoming series on scratchbuilding a switch.



## Laying the Sub Roadbed and Roadbed

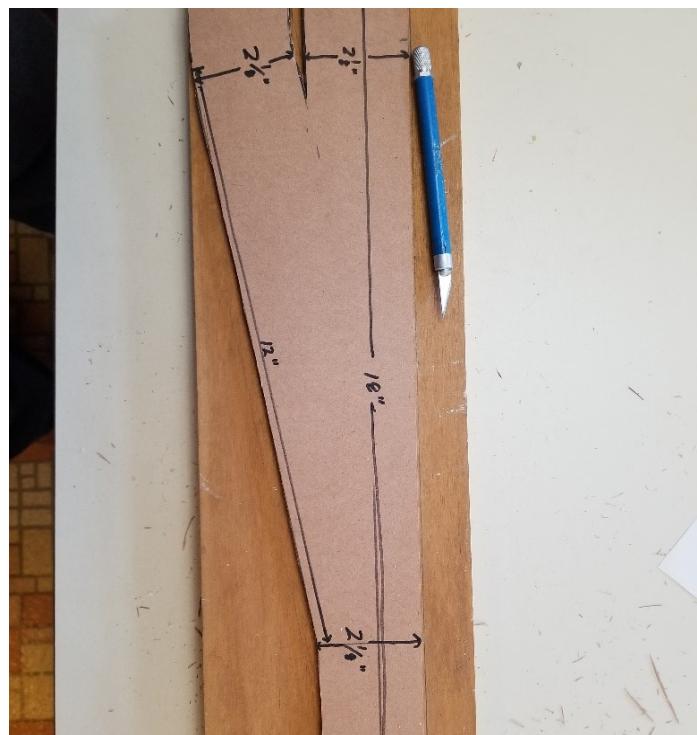
Choosing a material for the roadbed is important. Cork roadbed does not hold track spikes sufficiently enough to construct stable track.

One half inch Homasote® holds spikes well. It can be bought from Delphi, online, for \$12.95 for a 24" by 24" by ½" sheet or homabed roadbed from Cascade Rail Supply, Tacoma, Washington, but I am not sure it is still available. I have tried to order Homasote through my local lumber supply and do not know whether they would not or could not order it.

The only drawback for Homasote is that it is a paper product which will expand and contract with varying humidity. It needs to be sealed by painting the surface and edges with a petroleum-based paint to limit the contraction/expansion.

For this project I used two layers of Gatorfoam® board which is a paper covered plaster product ¼ inch thick. This board also holds spikes well and is not susceptible to changes in humidity.

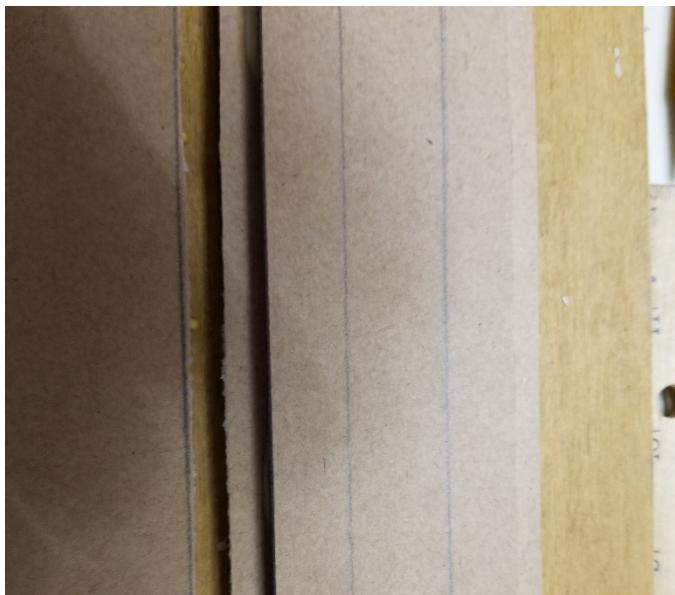
The sub roadbed was cut 2 1/8ths inches wide and glued down the length of the tangent to the inner ends of the pencil drawn switch block bases. The length of the tangent and shape of the switch blocks was drawn, cut and glued down with the Titebond® Original wood glue. It was allowed to dry with some weight on top to insure a flat surface. When dry, a strip of Gatorfoam® board was cut the 1 5/8ths wide the length of the diorama. It was glued centered on the sub roadbed in a manner as described above.



As shown at the top left corner of page 8, a scale 4' 8 ½" track rail lines were drawn on the roadbed the length of the tangent and switches. The only thing I might have done here was to paint earth color on the entire diorama before laying the ties. Next, I ran the Titebond® glue down the center between

**Continued on Page 8**

## Continued from Page 7



the lines. Lay down only short distances of glue at a time. I began to lay ties centered on the marked rail lines four to the inch. It is easier to pick up each tie



with a #11 hobby knife. Ties were laid to the ends of the switch blocks, then were allowed to dry. After

drying overnight, the ties were lightly sanded with a sanding block to remove any high spots. The ties were then painted tie brown being careful to paint the sides and ends of the ties. If paint gets on the roadbed, it is OK since the roadbed will be covered with ballast.



## Laying the Rail

The marks at the ends and occasional spaces between the unpainted roadbed will indicate where the first rail should be laid. Using the spiking tool, place a spike on both sides of the rail about two inches from one end. Do the same at the other end. Place the metal straight edge (36-inch metal ruler) up against the rail to make it straight. Count down every other tie to about the center and place a spike on either side of the rail. Again, counting every other tie, find halfway between center and the end and spike again. Divide the space between spiked locations and spike again. Now the rail will be relatively stable. Start spiking every other tie, constantly checking for alignment with the metal ruler and sighting down the rail.

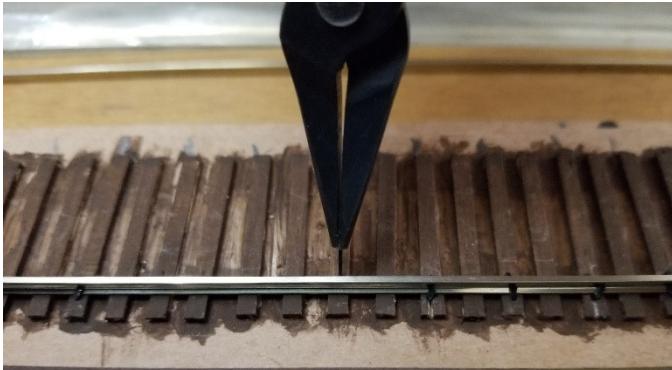
Once satisfied with the alignment of the first rail, it is time to install the second rail. Using two triangular track gauges, begin spiking the second rail. A



NMRA Standards Gauge may be used but with much more difficulty having only one point of reference of the gauge.

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When both rails are spiked down and the modeler is satisfied that the rails are straight, it is time to paint the rail. Using a small brush, carefully paint each side of the rail and spike tops rail brown. Allow to dry at least a few hours or overnight.



**The spiking tool has a slot for the spike to lay in which may be placed in either direction to insert the spike. It seems awkward at first but it becomes easier with use.**



**Tools for setting and measuring gauge. The freight truck is the final check/proof of ease of operation of the track segment.**



Both shoulders were covered with cinders and the track with gray ballast. Titebond glue was spread on the shoulders to hold the cinders in place.



**Continued on Page 10**

## Continued from Page 9

Cinders were dropped in place from a spoon. The excess cinders fall to the bottom and are collected for use on the shoulders as the operation continues. I then lightly pressed the cinders with a finger into the glue to hold it in place.

The ballast was spread with the spoon. There are many advertised ballasting tools on the market now, but I still prefer my trusty spoon. Ballast is spread evenly with a brush to be sure ballast is removed from the tie tops and edges of rail, which does not always happen quite as precisely as I wish.

When the ballast is spread, and I am satisfied with the results, I spray 91% isopropyl alcohol over a small area to facilitate the absorption of the gluing agent. I immediately apply matte medium mix onto the sprayed area with a medicine dropper. The matte medium will spread throughout the area wetted by the alcohol. The matte medium is a mixture of one-part matte medium to seven-parts water. I then moved on down the track repeating the procedure until all is wetted and glued. The shoulders were also sprayed, and matte medium dropped to further secure the cinders.

Wet water can be substituted for the alcohol. Wet water is a household cleaner type sprayer bottle of water with two drops of dish detergent added. White glue can be used by mixing one-part glue to five-parts water and dropped in the same manner. I prefer matte medium due to its drying with a flat appearance when dry. White glue can have a bit of a sheen when dry,

After allowing drying overnight, I run my thumb nail along the inside of each rail to remove any ballast which may have been blown up onto the side of the rail or moved during the gluing process. I then took the freight truck and ran it along the tracks to be sure there was no ballast stuck to the inside of the rail which would interfere with the smooth running of engines and cars.

## Where to Find Supplies (Not a Complete List)

Rail: Local Hobby Shop by the single rail or from Walthers, MicroMark, Atlas or Microscale by the 99 foot bundle

Ties: Northeast Scale Lumber, Campbell Scale Models or a number of wood kit companies

GatorFoam: MicroMark in 12" by 18" sheets

Homasote by the Sheet: Local lumber dealer or Home Depot or similar "big box store," Delphi (online)

Spikes: Microscale or MicroMark

Cinders and Ballast: Woodland Scenics, Scenic Express, Arizona Rock and Mineral (my favorite in that their product is real rock)



A segment of the final project.

A close examination will show that not all the ties are exactly spaced and a few are not quite squarely laid. That is not intentional, but if one observes ties which were not laid by machine, there are irregularities in the laying and spacing of the ties.

## Final Thoughts

This article is taken from a series on hand laying track and switches I am doing for another organization. The four following articles will be written on the subjects of using the Fast Tracks® system for switches, scratchbuilding switches, building a siding and building a curve with easements and superelevation. If you would like to see these articles published in our newsletter, let me know by e-mailing me at greenriverbranch1957@gmail.com.



## "HO" TRAINS "N"

# Valley Roundhouse

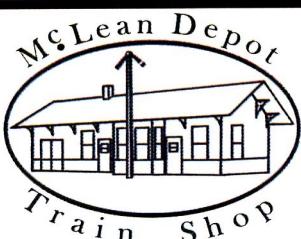
**Home of the ROCKSHOP**

A model railroad shop run by a master model railroader

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PHONE: 815-663-3411      122 W. ST. PAUL  
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Due to Marion's illness, the Valley Roundhouse is closed until further notice.



**Hours**  
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## GUYANDOTTE DIVISION

Serving Virginians Through Three Eras

Michael Shockley  
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[docshock31@yahoo.com](mailto:docshock31@yahoo.com)

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*Serving the NMRA for over 40 years*



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Cullen: [cmb3998@comcast.net](mailto:cmb3998@comcast.net)

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James F. Wise, MMR, 3207 N. Sheridan, Peoria, IL 61604



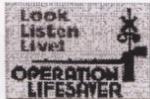
(309)231-9425

[jameswise1234@comcast.net](mailto:jameswise1234@comcast.net)

Ed Brown's

## UTICA AND MIDWESTERN

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339 Johnson Street  
Utica, IL  
phone: 815-667-4818  
email: [brownes86@msn.com](mailto:brownes86@msn.com)



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**IVD TIMEABLE**

Minton Dings  
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Havana, Illinois 62644-6803



**FIRST CLASS MAIL**

Postmaster:  
Return Service Requested



**May 16, 2020**



**Meeting at the Peoria Public Library has been CANCELLED due to the COVID19 Pandemic.**  
*See the Superintendent's Column on Page One for information about a possible virtual computer format for the meeting.*