



THE TIMETABLE

THE OFFICIAL NEWSLETTER OF THE
ILLINOIS VALLEY DIVISION

NATIONAL MODEL RAILROAD ASSOCIATION



Volume 39, No.5, September 2020

WEBSITE: nmra-ivd.org

Hello IVD members,

Here is what has happened since our last IVD board meeting.

Due to COVID-19, the board decided to cancel all in person meets and events. This is also due to the Peoria library suspending the use of their meeting rooms until further notice. We will be holding IVD Meets virtually online and will be using Google Meets as our meeting application. More details on how to use Google Meets will be provided shortly, if not already.

So, for the September Meet we would like to try something new. We are looking for a few layouts to highlight during the meet. This would require you to have either a webcam you can move around the layout or you can use your Smart Phone with the Google Meet app installed. If you are interested in participating or need further information, please contact Dave Hawkey, his contact information is on the 2nd page of this newsletter.

The IVD cookout has also been cancelled and we are hoping to be able to have our potluck next February, but will make that decision the closer we get to February 2021.

In response to the Opinion article in the last newsletter by Marion Brasher, we will be looking into some of his responses to the changes to the meeting schedule and format that has affected our organization and will make changes as needed. But we will not be able to do that until this pandemic has subsided and we can start meeting in person again. When that happens, surveys will be sent to all IVD members just as before asking for input

on your thoughts to help determine the course we take to continue with our current meeting format and schedule or if we modify it to help make it better.

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.

- Trainmasters:
 - o District 1
 - o District 2

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

Highball!!!

Jim Tatum

NOTE TO IVD TIMETABLE SUBSCRIBERS:

Due the uncertainty of the summer scheduling of any Illinois Valley Division events caused by the COVID-19 pandemic, subscribers will be notified of changes to scheduling and division membership opportunities by a postcard.

Minton Dings, Assistant Superintendent
Editor, THE IVD TIMETABLE

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



SUPERINTENDENT (2020)
Jim Tatum
(309)-547-0312
superintendent@nmra-ivd.org



ASST. SUPERINTENDENT (Appointed) (2021)
IVD TIMETABLE EDITOR
Minton Dings, MMR®
(309)-241-4504
greenriverbranch1957@gmail.com



CHIEF CLERK (2020)
John Moore
(815)324-9165
chief.clerk@nmra-ivd.org



PAYMASTER (2021)
Ken Burr
(309)232-9202
paymaster@nmra-ive.org

TRAINMASTERS

To Be
Appointed

DISTRICT 1 (2021) - 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



DISTRICT 4 (2020) - Fulton, Henry, Knox, Mercer, Rock Island & Warren Co.
Jeremy Bubb
(309)-221-7865
district4@nmra-ivd.org



DISTRICT 5 (2021) - Adams, Brown, Cass, Hancock, Logan, Mason, McDonough, Menard, Morgan, Pike, Sangamon, Schuyler & Scott Co.
Michael Yurjec
(217)-3068427

Upcoming 2020 IVD Meetings

Membership Meetings:

Although division in-person meetings are now on hold due to the COVID-19 pandemic, when regular meeting resume, membership meetings will be 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:

SEPTEMBER MEETING

The September meeting of the Illinois Valley Division will be held as a digital/virtual meeting via computer. Instructions to log into the meeting, September 19, 1:00 pm, will given by Jim Tatum, Superintendent and Webmaster, to your e-mail address registered with the NMRA, the same address to which this newsletter is sent to you.

If your e-mail address changes, the NMRA needs to be informed of the change by e-mailing nmra.org.

Board of Directors Meetings:

Next BoD Meeting, October 10. 10:00 am

Board of Directors meetings are being held by computer/video conference format until regular meetings can be resumed. If you as a member of the division desires to attend the digital/virtual meeting of the board, contact Jim Tatum, Superintendent, for instructions. More information will be available in the newsletter when available.

TENITIVE 2021 DIVISION MEETING POPULAR VOTE CONTEST SCHEDULE

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 RAILROADERS

Great Midwest Train Show, : All train shows by the Train Show organization are cancelled until further notice. The Great Midwest Train show will resume 30 days after the State of Illinois approves gatherings of over 250 persons.

Check TrainShow.com for availability of the re-opening of the Great Midwest Train Show.

The 4000 Foundation, Ltd 30th Annual Great Tri State Rail Sale, Saturday, January 30, 2021, La Crosse Center 300 Front Street, South,, 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.

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

Train Show in Sherman, Illinois

The last train show during the summer in Sherman was a success. I have been told that another train show is in the planning stage for November, 2020. Specifics are not yet available. Watch for upcoming information in this newsletter and elsewhere. [editor]

PERSONAL AND BUSINESS ADVERTISEMENTS AVAILABLE

Personal business sized layout ads are available to Illinois Divisions members temporarily at no cost.

Website Timetable Both

Business:

Business Card Size: \$20.00 \$12.50 \$30.00

Business Card X2: \$30.00 \$25.00 \$45.00

Make checks to Illinois Valley Division, NMRA. Send to Minton Dings, 15548 State Route 78, Havana, IL 62644-6803



Minton Dings, MMR®
15548 State Route 78
Havana, Illinois 62644
(309)241-4504

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

From the Editor:

EDITING THE TIMETABLE, OUR NEWSLETTER

When writing this letter *from* the editor to the membership, I considered entitling it "HELP!!." But the desperation is not quite that desperate yet. This begins my tenth year editing THE IVD TIMETABLE. That includes publishing 47 issues of the newsletter. Yet it is not the assembling of the division that troubles me. For the most part I enjoy the task.

The struggle entails gathering the content. Not long ago I reviewed all the newsletters I have published and listed all of the articles I have written, both long and short. The total is 104 items. A few, very few, articles are repeats which are necessary information for the sake of the organization such as elections and annual events.

The issue for me now is what can I write about which is fresh and new. I often feel that I am out of ideas. Somehow, I manage to write more but often feel that I have touched on a subject at least a bit in another article.

I also write for a non-profit educational model railroad organization in Bradenton, Florida, named RealRail. I am a major contributor of articles for RealRail's monthly newsletter. Those articles normally run four to five pages, much too large for our twelve page news sheet. Even there I am beginning to feel I am "running dry."

Members may have noticed longer "how to" articles that fill much of our newsletter which I have reused from the Florida project. The last newsletter ran fourteen pages and required an "second ounce" stamp to mail to paid subscribers of THE TIMEABLE. This is not an issue for those who receive digital copies.

What I need at this time from the membership is material. I believe many of our members are doing new and different, if not innovative projects on their railroads. Articles can be information on a kit recently constructed, kitbashed or scratchbuilt. It could be on their operating system or scenery. With almost one hundred members, I believe we have a wealth of information which could be shared. We are not limited to a twelve page newsletter. It could be good to have a few articles waiting to be published.

I realize that not all members feel they are authors. I am willing to help with or edit articles as a cooperative effort with those who have ideas. You can contact me by telephone, mail or e-mail.

I also want to thank Marion Brasher and Larry Nelson, Jim Tatum (Superintendent's Column) for their regular contributions to our newsletter.

WANDERINGS CONVENTIONS AND THE NMRA

by Marion Brasher, MMR®

It was with sorrow that I see the National Convention of the NMRA in St. Louis was cancelled. Conventions, in my estimation, are the heart of the NMRA. They have offered me the opportunity to see many fine layouts throughout the United States and Canada.

St. Louis has the best group of model railroads in the country, followed by Kansas City and Seattle. Over the years, hundreds of model railroads have been visited. Many were above average and some were great. Others such as a teenager simply rearranging his track on a layout or a Pacific Electric layout on a 2x8x10 running back and forth in a barn, not so much.

The model press has featured a number of the better railroads in the St. Louis area on both sides of the Mississippi. Eric Bergman's Utah Belt has been in the various magazines. Gary Hoover has had several layouts, each a work of art. On the Illinois side, we have had several beautiful model railroads.

Dee Joseph had a beautiful Great Northern Railroad. He has since passed and his secluded home as destroyed by fire. To get to visit we met in a parking lot and was transported by a van to his home. His son Brad Joseph has a great Union Pacific empire as recently seen in the NMRA Magazine.

A visit to the K-10 hobby shop is something else. The shop is about the size of Castle Trains in Springfield, but you should see the shed in back. A large railroad in back where everyone is invited to run trains. Talent abounds in the area.

I have gained much knowledge through the clinics that were presented. Our Gregor Moe came from this group. If you attended the IVD meet in Chatham, you have seen first hand some of that group's talent in Gregor's railroad.

Convention tours offer the member a variety of experiences. My trip to the north have allowed me to see the production of lumber products. Over the years many conventions offered fan trips. Many were behind steam engines or vintage diesels. My first convention in Philadelphia included a Reading rumble from Philly to Washington, a trip from Philly to Payola, PA behind a GG1 and on to Lancaster, PA by steam.

Steam is always a big draw and was in Nebraska, UP; Fort Worth, SP; and Colorado, Denver & Rio

Grand Western, everything from an 0-6-0 to 4-8-4. I even rode behind the General of Civil War fame. What a prize experience!

Conventions have changed over the years. In the 60's the program started on Wednesday and ran to Saturday. There was no National Train Show until recent years. Today the event starts on Sunday and runs the week with the National Train Show on Friday through Sunday. Activities start 7 am to 8 am and run to 10 pm to 11 pm. Activities are scheduled from morning to late evening. There is always more things to do than you can work into your day.

Whether you attend a national or regional convention or a division meet, there are clinics and layout tours. The tours allow you to see what the other guy or gal is doing. If you ask, they usually are proud to show or tell you how it was done. Stop, look and ask questions when you are on a tour.

These activities allow us to gain knowledge. Yes, conventions and meets are the HEART OF THE NMRA.

NEW CONTACT FOR:

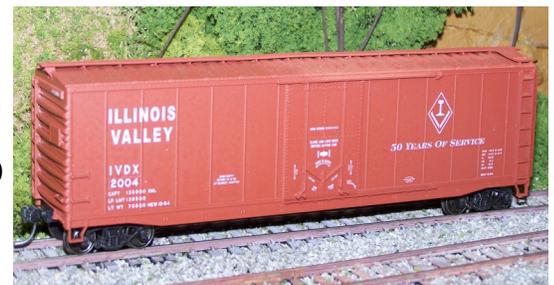
50TH ANNIVERSARY HOPPER AND BOXCARS PRICE REDUCED

The Fifty Year Anniversary cars are still available. There are now only 12 hoppers and 50 boxcars left. Both cars are for sale at the division meetings and train fairs. The cost is reduced to \$15.00 each. The cars are also now available through Minton Dings at

15548
State
Route 78,
Havana
IL, 62644
-6803;
telephone
309-241-
4504, e-
mail
green-



branch1957@gmail.com (Put IVD CARS in the subject line for easy recognition). The cost by mail is \$15.00 plus \$6.00 shipping, or \$7.50 shipping for 2 cars or \$8.50 shipping for 3 or 4 cars.



SCRATCHBUILDING A SWITCH IN HO by Minton Dings, MMR®



The Purpose of a Second Switch Article

In the last issue I presented for your view an article on building a switch using Fast Tracks® jigs and tools. This article will show how an identical appearing and functioning switch can be scratch build without using the Fast Tracks® jigs, tools, and materials. The drawback of the scratchbuilding a switch is the learning curve is a bit steeper, but altogether doable.

Tools for the Project



The tools for this project already have been presented in the two previous articles. But for the sake of easy reference, they are presented here again.

Pictured above, beginning at top left is a point-e 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 Styrofoam brush, an assembled scale freight truck, 2 triangular track gauges, and a NMRA HO standards gauge.



Also needed is a simple soldering iron which is sufficient for this task, paste or liquid flux, and resin core solder.



The exception to my practice of not using Fast Tracks® tools is the Point Form tool and the Stock Aid tool. This will be explained later as an alternative to a much more laborious task in forming rail for the switch. I learned early in my switch building days to take this shortcut.

Necessary Materials

Materials needed are six feet of the rail of the chosen code size, a few 9' ties, at least 45 19' switch ties and small or medium track spikes. Small spikes from Micro Engineering are used for code 70 and 83 rails. For this article, the throw bar will be moved by a Caboose Industries switch lever. The builder may choose to have the switch machine of their choice. One strip of PC board tie, available from Clover House, is used as the throw bar.

Laying Out the Switch Pattern

The switch which was built for this article is a HO scale #6 right hand turnout. A pattern for such a switch can be downloaded from the NMRA website,

www.nmra.org. It is also available from Fast Tracks®, fast-tracks.net, without purchase of their materials. These printouts can be traced onto the roadbed with carbon paper. Or, as I did, a #6 Atlas switch from my emergency reserve was used to approximate the layout of the switch.

Laying Ties and the Base (Stock) Rail

Now that the alignment of the rails has been determined, lay the five 9' ties at the foot of the switch to the position of the switch block ties which



will be 19 footers. Spread glue between the rail lines. The ties will be laid with ends along a line drawn for the tie ends for the normal route of the switch. Lay 19' ties the length of the rails to the tails of the switch, four to the inch to the end of their spanning the width of the normal and reverse routes. Check that the ties are square across the railbed. Finish the distance to the end of the switch with 9' ties for both routes. Allow the ties to dry overnight. Lightly sand the tie tops for uniformity.

Using the guide lines on the railbed, cut the distance of the straight rail for the normal route. Be sure to file the cut ends square. To allow for the closing rail to mate with the stock rail, a portion of the rail base of the stock rail must be removed. For the #6 switch being made here, measure 1¼ inches from the foot end of the rail to 3 inches from the foot. Mark this area on the bottom of the base with a magic marker. The rail base in the marked area must be filed a bit more than width of the head of the rail. Using a vice file the base. See below.



The operation shown above is quite labor intensive and does not necessarily produce an evenly filed cut. I “cheat” on the pure scratch building concept by using the StockAid tool from FastTracks® to file the base for the space for the closing rail.



Next the stock rail must be spiked into place. A rail joiner can be used to join the rail if the switch is the extension of a previously laid rail. I butt solder my rails, because I believe it looks better than using a rail joiner. It helps to spot spike the rail to steady the rail before soldering a butt joint. Because I spike every tie for complicated track, of which a switch is one, the locations where the rail is spiked for stabilization does not matter. Once the rail is joined or soldered, lay a straightedge along the rail to assure its proper alignment. Spike the rail to the remainder of the ties. Since the stock rail is the only continuous straight piece of rail in the switch, it becomes the baseline for all measurements of the remaining rail to be laid.



Building the Frog

From the lines drawn on the roadbed, identify the meeting point of the inner rail of the normal route rail and the inner rail of the reverse route rail. The meeting point is the point of the frog. Cut the inner normal and reverse rails a bit longer than needed. They can be trimmed later. File one end in a vice as pictured below. File the other rail on the opposite side of the rail. Lay both rails on the lines on the roadbed to form a point. The points probably will not meet when aligned with the lines on the roadbed. File each rail to adjust the points. A less labor intensive means



is using the FastTracks® Point Form tool to form the point of the frog. File each rail to form the frog point. The Point Form tool is specific to the size switch (turnout/frog) being assembled, in this case a #6.



With the rails aligned with the lines on the roadbed, trim the rails to length, file the non-point rail ends square. Hold inner normal rail in place with the triangular gauges and spot spike the rail in place. Check the gauge with the NMRA standards gauge. Lay the inner reverse rail in place aligning with the line on the road bed. Spot spike the rail. Slide the points together. Spot spiking allows the sliding of rail for proper placement. Solder the frog point. Finish spiking the rails.



Closing and Guard Rails

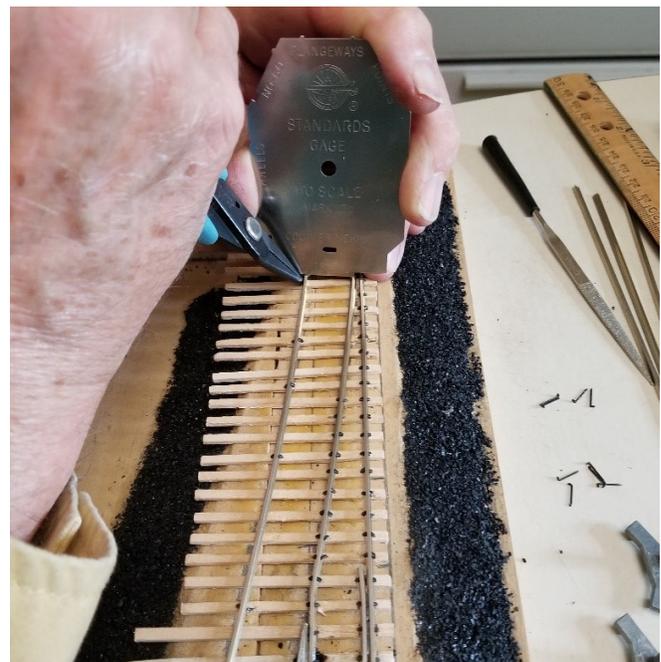
Measure and cut to length the curved reverse closing rail which adjoins the straight normal stock rail. Cut the rail a bit longer than that which will be the closing rail and the guard rail which forms the flangeway through the frog assembly. Square the ends. File the end of the rail which will fit into the stock rail at the point of the future switch throw bar using a vice or the Point Form tool. Fit the closing point into the straight stock rail while flexing the rail

to follow the line drawn in the roadbed. Find the location where the rail will bend to form the guard rail as shown above. Bend the rail to form the guard rail. I usually bend it too far and have to adjust it back for proper alignment. Trim the length of the rail at the guard rail end to about four ties in length as illustrated above. Spike rail to ties following the line drawn on the roadbed to within four inches of the closing point gap in the stock rail. This will allow enough bendable rail for the switch to function. Bending the rail is how prototypical railroads move closing rails.

Cut, form and spike down the outside guard rail for the normal route. I file the inside edge points of the guard rail to facilitate the smooth entry of the car and locomotive wheels. The web of the guard rail should be against the web of the stock rail for the normal route. Once spiked in place, check the flangeway and lightly solder the flangeway between the guard rails and the rail. Check for flange depth with a NMRA track gauge. File if necessary.

The Reverse Route and Normal Closing Rail

Cut a length of rail (and a bit extra to be trimmed later) for the reverse stock rail. File off the web of the rail as described for the normal straight



stock rail in a vice or StockAid tool. Using the reverse closing rail as a reference, spike down the rail following the line drawn on the roadbed, using the triangular track gauges, and checking the accuracy with the NMRA track standards gauge.

Cut, form the point and measure for the guard rail for the straight normal closing rail as described for the reverse closing rail described above. Spike down the closing rail to within four inches of the location of the closing point as with the reverse closing rail.

Installing the throw Bar

The throw bar for the switch points is a strip of pc board. The pc board throw bars I use are available from Clover House PO Box 215, Veradale, WA 99037, (telephone 509-999-6247). Strips as shown below are sold in a package of 10, length of 12" each, to be cut to length by the modeler. HO Low Contour is part #1264 and normal contour is #1267. Throw



At this point the reverse closing rail should be tight against the normal stock rail. Place a short piece of 1/16" dimensional lumber between the rail heads of the reverse stock rail and the normal closing rail to make a sufficient separation between the rails. Solder the closing rails to the throw bar.

The demonstration module built here used a Caboose Industries switch lever as shown above. An appropriate size hole was drilled into the throw bar for the lever assembly actuating pin. The lever assembly was attached to the switch block ties with a track nail to each side.

Painting the Ties and Track

The ties can now be trimmed with a sharp hobby knife to match the width of the track of the switch.

As always, I think I should paint the ties before assembling the rail, but it seems easier to manage the assembly with unpainted ties to clearly see the work which is done and to be able to account for the proper spiking of the rail. Be careful to keep paint away from the closing rail and/stock rail contact points. Paint on the closing points will not allow a tight fit or electrical contact between the points and the stock rail.

Ballasting the Roadbed

The two previous articles in this series describe in detail my method of ballasting. The following pictures illustrate the method. The order is (1) spread the ballast (with a spoon), (2) brush the ballast off the ties tops for a smooth ballast surface, (3) mist the ballast with 91% isopropyl alcohol from a sprayer bottle (not shown), (4) drop a mix of 7 parts water to 1 part matte medium and (5) allow to dry. Be careful to make the



bars for the QuickSticks sets are also available from Fast Tracks® can be used.

The length of the throw bar depends on the type of switch device used. Under the table switch machines will require a throw bar of about 1 1/12 inches on HO. For those installing a switch machine under the table, the necessary hole needs to be drilled in the middle of the track or to the side depending on the location of the machine. An appropriate size hole for the actuating wire needs to be drilled in the throw bar centered on the hole. Since the track module I have built is using Caboose Industries hand throw switch levers, the throw bar needs to be 2 1/2" in length.

Once the length of the throw bar is determined, it needs to be laid between the switch block ties. The ends of the throw bar for an under the roadbed switch machine needs to be 1/2" longer than the block ties centered under the rails to allow movement of the closing points. For a switch lever as built into the illustration module, the throw bar is extended 1/4" beyond the length of the switch block ties opposite the switch lever. The top layer of the pc board tie needs to be cut between the rails to separate the polarity of the two tracks.

Soldering the Closing Rails to the Throw Bar



ballast cover thin around the closing rails and points. When dry, remove any extraneous pieces of ballast from the closing points and flangeways and carefully loosen the closing rails if stuck to the ties.

In the next issue I will explain the building of the siding and show the gapping and wiring of the rails and switches.

STONE WALLS & FOUNDATIONS

by Larry Nelson

I was in the process of building a wood structure for which I wanted to have a stone foundation. I like the look of random field stones. I didn't find anything in my "stash" that had the look I wanted. The nearest well stocked hobby shop was four or five hours round trip away and they still might not have what I wanted. Time to head to my scrap box.

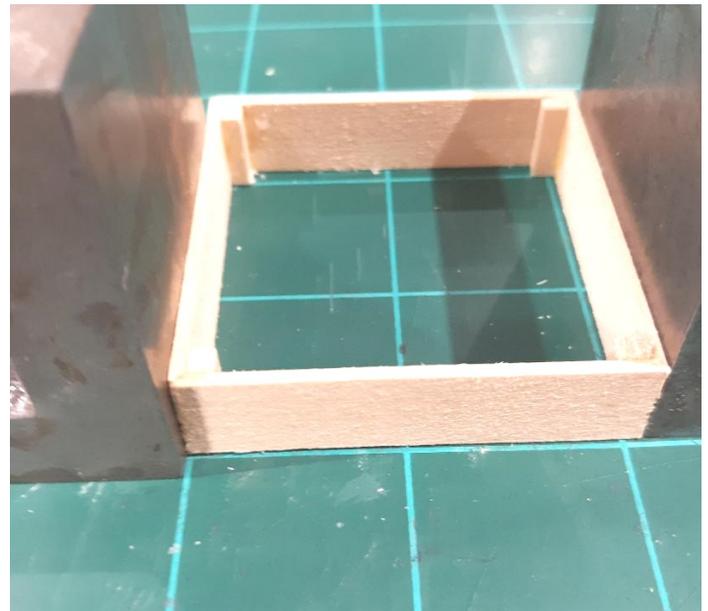
Since I was building in wood, I thought about the possibility of making stones out of wood pieces glued together to form a wood wall. While this approach is probably possible, it seemed awfully fiddly to me. I could probably drive to the hobby shop in that amount of time and have time left over to take my wife out to dinner.

One of the things that I find the most enjoyable about model railroading is the creative juices that it causes to start flowing. How could I get that look I wanted using wood? I thought about carving stones into a flat piece of wood with a knife or chisel. I grabbed a scrap piece of wood and set about carving. It didn't work out as well as I had envisioned! The grain in the wood just didn't want to go along with me and couldn't easily get down to the small rock size that I wanted. This was not going to work!

When I'm at my work bench, and I'm not working, I scoot my chair back and start thinking. I do a lot of this! I call it my contemplation chair. My next idea was to just draw the stones with a pencil and press down hard enough to create joint lines. I tried this but the lead wasn't quite as strong as I had hoped for. Back to the contemplation chair! My next idea was a winner. Why not use my Dremel Moto-Tool. I have some sharp abrasive points that I have never used. I tried this idea out of a scrap piece of wood. Behold, it was just like drawing with a magic pencil. It was easy to form the rock shapes with joints between them. I could work very quickly and accurately. The only problem I could see was the fuzz that was left behind as I worked. This wasn't a major problem. I have dealt with fuzz before. I vacuumed



the piece and gave it a coat of primer paint in a gray stone color. When the paint dried, all of the fuzz becomes stiff and can be easily removed with steel wool or sandpaper. Use washes of dark gray or black

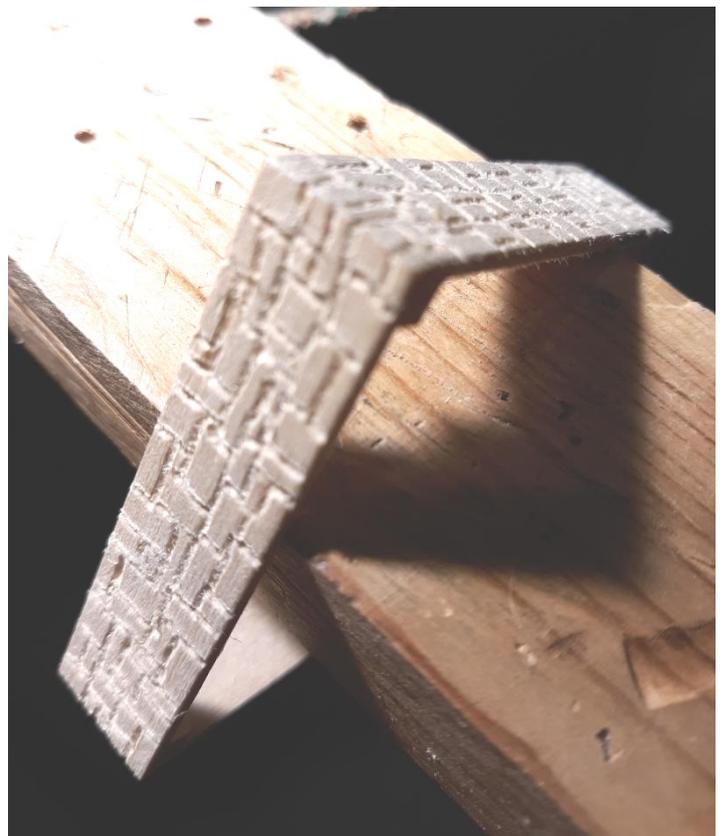


achieved. When you try this, make sure that you keep the stones randomly shaped for the best look. It's fun and very inexpensive.

to highlight the joints. Then lightly steel wool again to remove any excess wash from the face of the rocks. If you want, you can randomly color the rock faces to your liking. Colors should vary subtly and be placed very randomly.

I jumped a little ahead on the carving phase. This step is important, I think. Before I did the carving on the final model, I glued up all of the walls first. I mitered the corners and braced them on the inside. I then lightly sanded the corners, just enough to take the point off the sharp mitered corners. By assembling the walls before I started carving allowed me to carve around the corners, giving a very realistic look. Assembling the walls first can make holding the piece while carving a little less difficult. To solve this problem, I clamped a piece of wood to overhang the edge of my work bench and slipped the assembly over it to hold it steady while I worked.

This was my first attempt at carving a stone foundation. It only took a few minutes on each side. I was pleasantly surprised with the look that I



I hope you try this on a future model. Let me know how it turned out!



"HO" TRAINS "N"

Valley Roundhouse

Mon-Fri 3 - 8 PM
Sat 9 - 4 PM

Home of the ROCKSHOP

A model railroad shop run
by a master model railroader

20

PHONE: 815-663-3411 122 W. ST. PAUL
MARION G. BRASHER SPRING VALLEY, IL 61362

Due to Marion's illness, the Valley Roundhouse
is closed until further notice.



GUYANDOTTE DIVISION

Serving Virginians Through Three Eras

Michael Shockley
309-697-3242
docshock31@yahoo.com

Sanford
&
Santa Fe



Service
&
Safety First

Sanford Gordon
3901 N. Lynnwood Place
Peoria, Illinois 61614
email: gandsgordon69@comcast.net



Serving the NMRA for over 40 years



Hours

10-6 Tue-Fri
10-8 Thu
10-5 Sat

I-55 @ US-136
across from
Dixie

Model Trains & Supplies

Tools & Accessories
Railroad Books & Magazines
DCC Systems & Decoders
Custom Installation

20

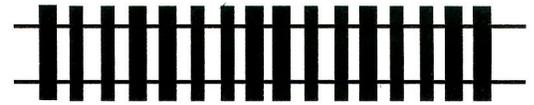
The **NEW** shop in the **OLD** depot

McLean Depot

309-244-5900 mcleandepot.com
200 E Dixie Rd, McLean, IL 61754

CULPEPPER & WESTERN R.R.

"Moving Freight & People"



STOP
LOOK
LISTEN

Gary & Cullen Baker
2004 Dane Kelsey Drive
Pekin, IL 61554
phone: 309-353-8877
Gary: afpgary@comcast.net
Cullen: cmb3998@comcast.net

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



(309)231-9425

jameswise1234@comcast.net

Castle Trains & Treasures

Bruce & Janet Maurer
New & Used

Buy - Sell - Trade

4782 Old Jacksonville Rd. Springfield, IL 62711
217-793-0407

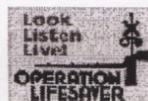
Tues, Sat & Sun 12pm-5pm, Thurs 12pm-7pm
cstl trains@aol.com

20

Ed Brown's

UTICA AND MIDWESTERN

"Route of the ROCKET"



339 Johnson Street
Utica, IL
phone: 815-667-4818
email: brownes86@msn.com



IVD TIMETABLE

Minton Dings, MMR
15548 State Route 78
Havana, Illinois 62644-6803



FIRST CLASS MAIL

Postmaster:
Return Service Requested



**ILLINOIS VALLEY DIVISION
VIRTUAL MEET**

**Saturday, September 19, 1 pm
Presented on Your Computer
Division Informational Meeting
Followed by Clinics**

**Instructions for Joining the Meeting
will be made available on the Web-
site and through Digital Announce-
ment**