



THE TIMETABLE

THE OFFICIAL NEWSLETTER OF THE
ILLINOIS VALLEY DIVISION

NATIONAL MODEL RAILROAD ASSOCIATION



Volume 39, No.6, November 2020

WEBSITE: nmra-ivd.org

Hello IVD members,

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

Not new information, but we will continue to hold 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 November Meet we would like to try virtual layout tours again. 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.

At this time, we are not planning on anything for the near future, as we do not know where this pandemic will have us in the next 3 or 4 months. But we will continue to hold virtual meetings for the time being.

On a sad note: Our Chief Clerk, John Moore, has submitted his resignation to the IVD Board effective December 12th, 2020, as he and his wife have decided to go full time RV living and I'll be honest, I am 100% jealous. This is my plan as well in about 10 years. The Board wishes John and his wife happy trails on their upcoming RV adventures and he will be welcome to all IVD activities in the future.

With that said, the IVD Board is in search of a new Chief Clerk. If you are interested in filling this position in the interim, please let me or any IVD board member know and we will provide details of the job requirements and duties. I hope this position does not sit empty for long as we have seen with other board positions. So please volunteer, your IVD needs you!

As a reminder, we still have a few IVD board positions that need volunteers to fill. We need the fol-

lowing 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.

- Chief Clerk
- 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

IVD Superintendent

NOTE TO IVD TIMETABLE SUBSCRIBERS:

Due the uncertainty of 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.

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

NOVEMBER MEETING

The November meeting of the Illinois Valley Division will be held as a digital/virtual meeting via the internet. Instructions to log into the meeting, November 21, 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, December 12. 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.

Sherman Train Show, Sunday, November 29, 2020, Sherman Athletic Club, 300 South First Street, Sherman, IL, 10:00 am to 2:00 pm. Scale trains only, no collectibles or toys. Admission: \$5.00, children under 10 free. Early bird special admission at 9:00 am: \$10.00. Directions: One exit north of Springfield, IL, I-55 Exit 105 to Sherman. Free parking, Handicapped Accessible.

Springfield Train Fair:

The Springfield (Illinois) Train Fair, which is normally held in March of each year, does not have a definite date for reopening. The Orr Building on the State of Illinois Fairgrounds has not been reopened for public use. Illinois also has a 250 person limit for group gatherings. Both limits have made the scheduling of the train fair uncertain.

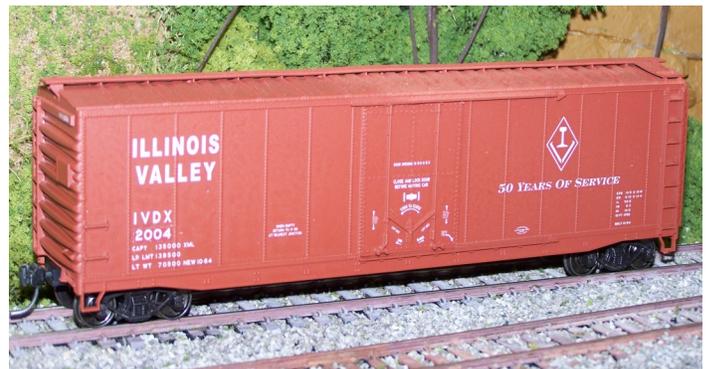
This newsletter, The Timetable, will publish updates on the Springfield Train Fair schedule, if it is to reopen for March of 2021. (I did not find a website for the Springfield Train Fair—editor).

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 greenriverbranch1957@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.



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



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

Minton Dings, MMR®
15548 State Route 78
Havana, Illinois 62644
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e-mail: greenriverbranch1957@gmail.com

WANDERINGS FOR BETTER LOOKS

by Marion Brasher, MMR®

As I sit at home, recovering from my medical problems, watching old videos has become the norm. Looking at programs from several years ago, it is quite evident tht the hobby has made great leaps and bounds.

Scenery stood out as the tapes were viewed. This had me thinking of how the methods have changed over the years. During my Marx's tinplate days, colored sawdust was the thing. My 4x8 plywood central was painted with Kelly green enamel paint with shades of green sawdust along with real dirt. To me it looked great. Then graduation day and moving up to American Flyer. It still looked OK. Moving up to HO scale, those shards of wood did not cut it for grass. But, that is what we had to work with.

Lynn Westcott, of *Model Railroader*, came up with a new material he called Zip Texture. It was sprinkling color mortar material over the plaster scenery base. The plaster was misted with water and the colored powder was then sifted on to the wet plaster form. Once set, it looked so much better and the oversized sawdust. But, something was still missing.

Someone got the idea of grinding upholstery foam and using Ritz dye to make various colors of green and brown. It was crude, but added a new texture to our ground cover. Woodland Scenics took the idea and ran with it. Today their varieties of ground foam has become the backbone of our hobby. There are several other companies producing ground foam scenery materials in a wide variety of colors and textures.

Heavy foliage, likewise, was changing. Early on reindeer moss (lichen) was harvested from trees in the US and Canada. Through processing it too came in a variety of colors. Over time it would dry out and turn to powder as it became brittle. (See Using Lichen, next column, editor.)

Under normal lighting ground foam tends to bleach out and loose it's color. The serious modeler would have to, from time to time, refresh the scene.

The evolution of ground cover continues today with the introduction of static grass. Why did I not think of this?! In my other life, we used a similar material that was called flocking. It was a nylon fiber sprayed on to wet paint to line jewelry boxes and lamp bases.

Static grass comes from a number of manufacturers in a variety of colors; yellow, green, brown, etc.

It also comes in various lengths to model scale grass. Using diluted white glue an electronic charge, causes the fibers to stand up straight in the wet area. What a difference the final results are compared to materials used in time past.

Over the years other materials have been tried for ground cover, but have not been well received such as fake fur, coffee grounds, and artificial turf. What will be the next step in ground cover? Who knows, but we keep trying to improve our layout looks.

USING LICHEN

COMMERCIALY CALLED REINDEER MOSS FOR BUSH AND BACKGROUND SCENERY

By Minton Dings, MMR

A Material from the "Olden" Days



Treated , Undecorated Lichen Brush

In years past, before the introduction of artificial materials for the construction of trees, bushes and background greenery, modelers used lichen, commer-

cially called reindeer moss. This material can be found in hobby shops and craft stores such as Hobby Lobby and Michaels. It sells for about \$7.50 to \$9.50 for a 2 ounce bag. It can be bought in bulk at a great savings. My supplier has been Quality Growers, 1790 Spring Garden Ranch Road, Deleon Springs, Florida 32130, telephone: (386)734-1469.

Lichen purchased in the hobby store comes pretreated, but my experience in the past is that the lichen will, in time, dry out and begin to crumble. Lichen can be sprayed with glycerin about every three months to maintain it's integrity without damaging other scenery. But, tracks will need to be cleaned in the area sprayed.

Due to the savings experienced for a layout of the size of the Green River Branch, my practice has been to buy lichen in bulk and pretreat it before it is used as scenery. My lichen scenery is ten to eleven years old and has not dried or not deteriorated.

The key ingredient is glycerin, an animal starch based chemical, available in local pharmacies at a considerable price. Glycerin can be purchased at a

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MODELING SIMPLIFIED BY USING JIGS

by Larry Nelson

I just finished making my second rack for hauling over sized sheets of steel. I plan on building two more racks as soon as I have rounded up more styrene "I" and "H" beams. These racks are designed to support large sheets of over sized steel on an angle. This allows shipping the largest width sheets possible within the clearance parameters of the railroad. My friend showed me a photo of a prototype load. He is planning a steel mill on his layout and is interested in anything steel related. I thought this looked like an interesting project, and I like open loads. I built one for myself and showed it to my friend. He liked it and said that he would like three for his steel mill.

I dug into my scrap box and found the jig that I had built for the first model. This jug was used to build the triangle frames needed for the support rack. These frames all need to be the exact same shape and size. Trying to build the racks one at a time would be very difficult and result in twenty seven slightly different size triangles. Building a jig only takes a couple of minutes to build and solves a lot of problems. Now, all twenty seven triangular frames needed for the three cars will be the same size and shape. No more measuring of each piece. The three pieces needed for the frame are cut and placed in the jig one at a time. Trim each piece so the angles fit snugly together and put them in the jig. Jigs can be built so that some of the pieces can be allowed to run out of the jig at the corners and then trimmed to size after the glue has dried. This will save a lot of time and can actually help with the removal of the part from the jig. When you build a jig, make it of a material which is different from the part being built in it. If the part is made of styrene, the jig should be made of wood or brass. If you were to build the jig out of styrene and then tried to glue styrene parts together in the jig, you would also glue the parts permanently into the jig. Not a good idea! If the part is wood, the jig should be made using styrene. As you build more jigs, you will become much more comfortable with the process. There are hundreds of types and uses for jigs. Sometimes they are used to hold two or more parts in alignment for gluing. They can also be used for accurate spacing such as for hand laid ties, stair treads or hand rail posts. I build 95% of my jigs out of material found in my scrap box, at no cost and very little time spent. If the jig is something that you think you might use again, label it and file it away with our other jigs.

Continued on Page 6



Lichen Groundcover Dipped in Ground Foam

great savings in quarts and gallons from Scenic Express.

My recipe for mixing the glycerin peppering solution is: 12oz of glycerin concentrate, 48oz of water and 24oz of 91% isopropyl alcohol.

Bring this mixture to a boil for about 5 minutes.

The continued recipe for preparing the bulk lichen: Clean the lichen by removing any extraneous materials, i.e., small sticks and/or dead bugs. (This is the only drawback to using bulk lichen.) While the mixture is hot, pour glycerin mixture in a large non-aluminum pan. Turn heat to low and fill the pan with untreated lichen. Be sure the lichen is covered with the solution. Let the mixture and lichen simmer for five minutes.

Remove the lichen from the mix and allow to dry. A second batch can be processed before more alcohol and glycerin need to be added.

The down side of this process is that it will take at least two weeks for the lichen to dry, depending on the humidity levels of the air in the space one uses for drying causing a need for preplanning. The up side is that the cost of the lichen will be about 15% of the price for pretreated, packaged commercial lichen, or about \$1.33 for the same two ounce amount.

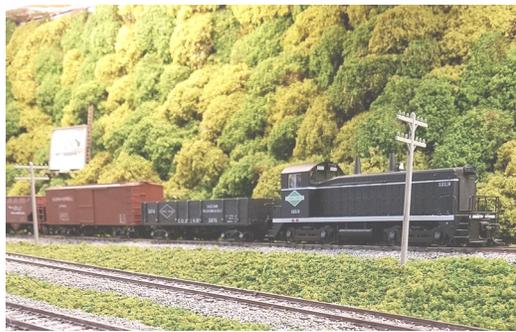
To detail "lichen" trees and bushes for background scenery, I spray a piece of treated lichen with

3M spray adhesive, roll the lichen in ground foam, spray a spot on the surface on which it is to be planted, and put it in place.

Although lichen is an older technique, it is a cost effective means of constructing scenery.



Lichen as Bushes in Background Scenery



Treated Lichen Covered with Varied Colored Ground Foam

Jigs don't need to be pretty, just accurate and easy to use.

I just finished another jig for roof supports for two signs on a sloping roof. This required twenty triangular wood frames the signs. I quickly found some Scrap styrene pieces in my scrap box which would work for my jig. In another couple of minutes I had



glued up a jig to make those triangles. Now, using this jig, I quickly put together the twenty frames needed to support the two roof signs. They were all the same size and shape resulting in a neat accurate assembly for the final product,



I wrote this article because I was one of those modelers who only rarely used jigs for several years, because I was afraid I didn't have the skills or time needed to build good jigs. Now, I use jigs every chance I get. They are really easy to build and save so much time. My modeling has improved so much since I started using jugs on a regular basis. Jigs building doesn't waste time; it saves time. I was able to build all of the frames needed for one car in less than one hour. This included waiting for the glue to dry! I cut the sheet of steel and the horizontal frame pieces while the glue was drying. Final assembly only took a few minutes once the final frame had dried. The final look was perfectly square and level. Once it is painted, it will look much more complicated than it actually is. If you don't use jigs, you should start. They are fun and fast. Have some fun!!

SCRTCHBUILD A SIDING

by Minton Dings, MMR



Constructing the siding on my track diorama is much like the laying of the tangent track described in the first article in the May issue. Descriptions on laying the track in this article will be similar, but briefer, than in the first article. It would be good to review that article if you still have it.

Rail and Track Elevation

As a train enthusiast, I am certain you have noticed that generally a side track profile is lower than a mainline track unless the mainline is traveling through a yard. Our siding is modeled as a side track outside a yard along a rural mainline.

Sidings most often have a weight and height of rail which is less than the mainline rail and may not be ballasted to the same degree as the mainline. Rail for sidings may often be secondhand rail. Using a lesser quality of rail is possible, because while the weight of a train on a siding may be the same as a train on the mainline, the speed a train on the siding will be slower, therefore, not exerting the same dynamic forces as a train traveling at a higher speed on the mainline. The track used in this article is code 100 for the mainline and code 83 for the siding.

Constructing the Downward and Upward Slopes

The mainline was built on two layers of ¼ inch GatorFoam. The roadbed height of the siding was previously laid as a single layer when the tangent track was built on the second layer. Since Gatorfoam does not sand well, I used ¼ inch Homasote for the height transitions from the track laid on the two layers to the single layer of Gatorfoam. I do not know where I found ¼ inch Homasote several years ago, but I purchased a carton of six 18 x 24-inch sheets. (Evidently it is available somewhere.) Soft pine could be substituted. ¼ inch plywood would be too hard a surface for spiking down the rail. After I decided how long the transitions would be, I drew the approximate outline of the transitions for each end on the Homasote. For

Continued on Page 7



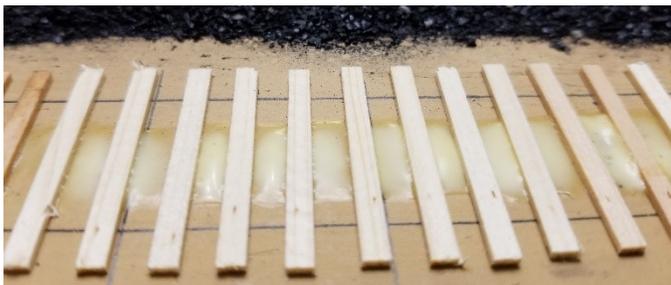
the sake of comparison, our modeled transitions may be a bit steeper than the prototype, although I have been sometimes surprised at how steep the 2 to 6-foot height prototype transitions are. When the transitions were cut, they were surprisingly accurate. Any irregularities can be trimmed with a hobby knife.

The transitions need to be sanded from full height to a minimum at the opposite end. Cutting and sanding need to happen outdoors, never on your layout, with mask (I am sure you have one these days) and eye protection due the Homasote dust. Once these transitions are glued and/or tacked in place, the surface should be painted an earth color and allowed to dry.

After the inside gauge lines of the track are drawn on the roadbed, the ties can be laid. The cross lines seen below are 90-degree guides laid at one inch to assist with laying four ties to the inch and at a 90-degree angle to the rail.



A layer of glue is laid down the center between the gauge lines and ties placed the length of the siding including the transitions. When dry, lightly sand the



tie tops to level.

Joining and Laying the Rail



Manufacturers of model rail make transition joiners to use with differing size rail. I prefer to solder my rail. Using a 3-foot rail section, the piece becomes unwieldy. I laid the code 83 rail along the outside of the gauge line and spiked it down lightly allowing the rail to be slid forward to the soldering point while controlling the extended rail at the other end.

In the preceding picture, I used a slightly sanded tie as a shim to lift the code 83 rail to match the height of the code 100 rail. The inside edge of the 83 rail was aligned with the inside edge of the 100 rail. This would align the gauge correctly when soldered. Be sure to hold the rail in place with needle nose pliers to prevent burning your fingers. Use flux and tin the iron tip to solder the joint.



Continued on Page 8

As shown on the preceding page, I found that the top of the inside 83 rail did not meet the height of the 100 rail. I wedged in a tie between the ties to lift the rail slightly and used a 3-point gauge to assure the rail would be in gauge. Now I had the rail in place to be soldered. That left the 83 rail lifted a bit high off the tie, but will not show when the track is ballasted.

The same procedure was applied to the opposite transition with the siding rails meeting and soldered together in the siding.

Laying the Connecting Track

A rail was laid and spiked along the outside of the gauge line between the two switches. Using two triangular (3 point) gauges, the second rail was laid and spiked. The triangular gauges are accurate, but I always want to check the gauge of the track with the NMRA HO gauge and roll a HO freight truck along the track (just to make me feel good about it).



Once the track is spiked down (I do every other tie), and assured of the gauge, the ties and rail are painted tie brown and rail (rust) brown. I use equivalent colors of water-based craft paint from a local craft store for about \$1 to \$2.50 a bottle. If paint ends up on the roadbed, it matters little since it will be covered with ballast. What should the ballast look like? Some railroads just spread cinders on sidings during the steam era. Ballast colors do not even have to match. On this demonstration diorama I used the same ballast as the mainline because it was handy. For me, the ballast is distributed with a spoon between the rails and spread with a brush. There are many other implements available to spread ballast, but this has always been my favorite. I wet the ballast with 91% alcohol and use matte medium, mixed with 7 parts water as a glue. I spread it with a medicine dropper. A less expensive alternative is to use wet water, two or three drops of dish detergent in a sprayer of water and drop white



glue, thinned with 3 parts water as a fixative.

Once the ballast is dry, check to be sure there is no ballast which will interfere with wheels along the edge of the rails.

And you are done!! Next issue I hope to have part five, final in the series, on constructing a curve with easements and superelevated track.



My wife Karen wanted to take this picture to be included in the article. As you can tell, I was not prepared!

OLD MAGAZINES: Over several years I have inherited about 18 boxes of old railroad and model railroad magazines which need to find new homes or be recycled. These include Rail Classics, Rail News, Railroad, Railfan and Railroad, Diesel Era, Extra 200 South, CTC Board, Pacific Rail News, Vintage Rails and more from the 70s to 2000s. If interested, contact me—Minton Dings

THE ASH PIT

by Minton Dings, MMR

For those of us who are modelers of the steam locomotive era, an essential, but often forgotten, location of an engine terminal is the ash pit. Those who model a more modern era with an engine terminal which dates back to the steam era, may or may not have an ash pit or it may have been covered up and the area repurposed. Modelers of a diesel era, who occasionally run steam specials or excursions, must have a place in their engine servicing area for the disposal of ash.

Because the combustion of coal or wood is not complete, a coal or wood burning engine will need to dump the ash and unburned materials from the ash pan to facilitate proper burning of the fuel.

Steam era engine servicing facilities had a pit for the dumping of ash. Ash dumped from the engine's ash pan would be hot with a measure of actively burning materials. The ash pit design varied in size and means for removal of the ash after it had cooled.

The means of emptying the pit was varied. Because early twentieth century labor was inexpensive, many ash pits were emptied by laborers shoveling the ash into a hopper or gondola for transportation to another site. In more modern times, the removal of the cooled ash was mechanical. Many railroads used the cinders as ballast in yards and sidings. Although ash was corrosive, it was sometimes used as an expensive ballast for roads which could not afford a more expensive rock ballast.

The Ash Pit in Central City

On my model railroad, the Green River Branch of the Illinois Central Railroad in 1957, the engine servicing area is at Central City, Kentucky. Because the engine facility is on a broad curve, there is no straight track for an ash pit. Therefore, the ash pit is on an open area track radiating from the turntable. I doubt this is prototypical but was the only space available for the pit and an adjoining track for a gondola to receive the ash for transport to another location.

Building the Ash Pit

In reviewing pictures of ash pits, I found they were built in many lengths and configurations. In my search for an ash pit kit, I found the styrene Cinder Conveyor & Ash Pit kit from Walther's Cornerstone Collection, # 933-3181 for \$31.98. On receiving the kit, the ash pit was found to be a small boxlike structure. I was satisfied with the cinder conveyor

but wanted a pit which was larger with track support



ed by a steel and concrete structure as seen in pictures I had viewed. So, I decided to scratchbuild the ash pit.

Although my favorite medium for scratchbuilding is wood, I decided that styrene would represent steel and concrete more efficiently than wood. Using styrene was a new experience.

The pit is 42 scale feet long by 10 scale feet, 9 inches wide. The side walls are 3 feet, 6 inches, with angled walls of 6 scale feet making a "V" trench in the bottom of the pit. The pit is "T" shaped with the "T" arm providing an outlet to the lift pit.

The end walls were cut first to be a guide to the side walls. The side walls and angled walls were glued to the end walls making sure the corners are square.

In the bottom of the pit are augers to move the ash to the center and an auger to move the ash to the bottom of the lift pit. The augers were made from cutting three two-inch screws which were purchased from the hardware store. The screws were cut to size to represent the auger blades in the bottom of the pit and from the pit to the lift station pit.



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Laid across the pit are seven stringers, scale 10' 9" to hold the supports for the 42" I beam which support the rail. The supports are 12" square styrene cut to fit between the stringers and the bottom of the I-beams. I cut 14 pieces once the correct distance is determined. This will allow the top surface of the I-beam to be flush with the top of the end wall.

There are eleven steel tie rods to hold the two I-beams at proper distance for standard gauge track. The steel tie rods were sized to fit between the two I-beams. A bit of test fitting is needed to get the distance correct.

Code 83 track was used. Track ties were removed and cut from a section of flex track to fit the length of the pit and approach, 62 scale feet. One rail was laid over the top of one I-beam and glued with super glue. The second rail was held in place with two triangular gauges and glued. The extra length of track extended over the ends of the pit to facilitate a smooth entrance onto the pit rails.

An appropriate sized hole was cut into the mounting surface, normally a table top area or road-bed. When the pit was lowered into its location, the track supported the pit assembly. It is best to secure the pit to the mounting surface with glue. Walther's Goo was used. The lift tower portion of the kit was assembled per the kit instructions.

For a pit which would be manually cleaned by laborers, it would be constructed straight sides and a flat bottom without the auger mechanism and without a lift tower.

The track to power was connected and the ash pit track was operational.

Drawing on which the project was constructed is on file. Those who wish to construct this ash pit can contact me at my e-mail address for a HO scale drawing. Minton

SHERMAN TRAIN SHOW



SUNDAY, NOV 29, 2020



10 am / 2 pm

FREE PARKING

4,000 SQ / FT OF TRAINS

SCALE TRAINS ONLY - NO TOYS OR COLLECTIBLES

SHERMAN ATHLETIC CLUB

300 South First Street - Sherman, Illinois 62684

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"HO" TRAINS "N"

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20

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



GUYANDOTTE DIVISION

Serving Virginians Through Three Eras

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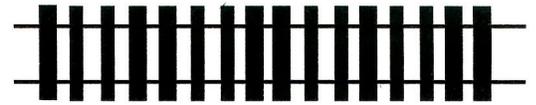
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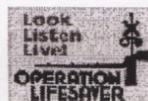
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Followed by Clinics

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