



# THE TIMETABLE

THE OFFICIAL NEWSLETTER OF THE  
**ILLINOIS VALLEY DIVISION**

NATIONAL MODEL RAILROAD ASSOCIATION

**Volume 40, No.1, January 2021**

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

During the January Meet we will have 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 2<sup>nd</sup> page of this newsletter.

Our clinics for the January meet will be.

1. Overview of the new Digitrax UT6D throttle.
2. The Simple Process of Layered Scenery

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.

IVD member Randy Sommer has stepped up and as volunteered to fill the Chief Clerk's position, previously vacated by John Moore. The IVD Board thanks Randy for his willingness to serve and welcome him to the board.

As you have heard there are a couple of COVID vaccines available now and with this maybe we as a society can get back to something of a normal life again. Which means we may be able to start having in person meets again. We will follow the progress and determine when it is safe resume in person meetings again.

As a side note, my wife was one of the first 5 people in IL to get the Pfizer vaccine at OSF. She says it was really easy and the only side effects she experienced was a sore arm around the injection site and fatigue, both lasted only a couple of days. This is also being reported by other OSF staff who received the vaccine.

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 to 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.

## DIVISION OFFICERS



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**PAYMASTER (2021)**  
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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  
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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  
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Contact editor at greenriverbranch1957@gmail.com

## Upcoming 2021 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:

## JANUARY MEETING

**The January meeting of the Illinois Valley Division will be held as a digital/virtual meeting via the internet. Instructions to log into the meeting, January 16, 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, February 13. 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.

## TENTATIVE 2021 DIVISION MEETING POPULAR VOTE CONTEST SCHEDULE

### March 20, 2021—Election Meeting

Diesel Locomotives  
Photos of Models

## CONGRADULATIONS Larry Nelson

for the publication of his article in the NMRA Magazine on Coiled Steel Loads found in the “Division Business Car” of the December 2020 edition which appeared in THE TIMETABLE in the January 2020 issue.

## UPCOMING OPPORTUNITIES FOR MODEL RAILRODERS

**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. Presently the Great Midwest Train Show website lists train shows for February 14, March 14 and April 11, 2021.

**Check [TrainShow.com](http://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.

### 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.

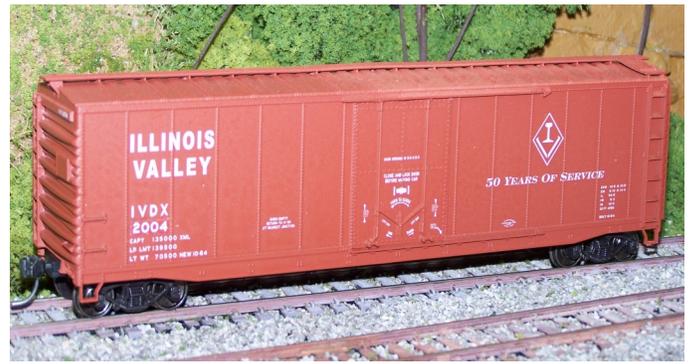
This newsletter, The Timetable, will publish updates on the Springfield Train Fair schedule, if it is to reopen for March of 2021. (I did not find a website for the Springfield Train Fair—*editor*)

### An Area Wide Check for Activities

A check with the Model Railroader Magazine's website under its Coming Events column showed only two events, one each in New Mexico and New York; none in our area.

## 50TH ANNIVERSARY HOPPER AND BOXCARS AVAILABLE AT \$10 EACH

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 \$10.00 each plus shipping. The cost by mail is \$10.00 each plus \$6.00 shipping, or \$7.50 shipping for 2 cars or \$8.50 shipping for 3 or 4 cars. 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](mailto:greenriverbranch1957@gmail.com) (Put IVD CARS in the subject line for easy recognition). **Make checks payable to Minton Dings.** The cost of the cars will be reimbursed to the Illinois Valley Division.





**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  
(309)241-4504

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**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

# WANDERINGS

## WHERE ARE WE GOING

by Marion Brasher, MMR®

In the October 2020 *Railroad Model Craftsman*, Tony Cook gave a brief history of plastic in HO. Let's go back a little further to the 1940s. When I first became interested in HO model railroading, there was not much available. I have mentioned in previous articles about Varney and Athaern metal stamped cars rivaling today's offerings. Before that time in the late 1940, we had what today would be called craftsman kits or you had to scratchbuild from available materials.

Back in the 60's I purchased a collection of cars from a fellow in Texas. One car, a hopper was made from an oil can and crude everything. Crude you bet. A second car was a wood boxcar. Looking at back issues of *Model Railroader*, there was not many metal cars in their photos. Most cars were wood. Those early modelers were ingenious.

The wood used came from the model airplane group, mostly balsa. This material needed a lot of work. The softwood has a lot of fuzz. You had to seal it with sanding sealer. Next it had to be sanded to remove the fuzz. Large shapes, like roofs, had to be covered. Airplane glue was used for assembly. All Nations from Chicago, produced their O gauge line along with their line of color paint in a number of railroad colors.

Walthers produced a line of stampings for passenger cars. They also produced decals. The decals were thick. I used to say they appeared to be the size of a 1x4. The decals then were sealed with varnish, which would yellow with age. Walthers purchased the Silver Streak Line of wood kits and began their freight car line.

About this time Athaern purchased Globe Models, who produced a good quality F7 plastic shell that fit on a Varney F3 drive. We were not into correctness at that time. Globe produced several house, box, refer, and stock cars. Another company, Model Die Casting, was producing a variety of flat metal casting cars in a material called Zirconium. The metal was very brittle and would break during assembly. Ask me how I know.

Athaern then made the change from stamped metal to plastic. The "blue box" kits then became the heart of the hobby. MRC also got away from their metal kits. They began using Athaern's "blue box" shells, but with a distinctly different door. Athaern did not use the MRC door. MRC then changed their

name to Roundhouse. It is still in use today in the new Athaern line.

Varney also joined in the production of plastic models. Their line of cars were of additional types than those available including a hopper and tank. Their ladders were quite true. We now had a variety of cars.

Couplers were always a problem with the NMRA designed X-2F. It became the standard kit coupler.

As time moved on we had a number of additional companies going into plastic model railroad production as mentioned in the *Railroad Model Craftsman* article. I purchased several Kurtz Kraft kits. They were interesting. There was a stigma if you modeled only in plastic. It was thought that you were only playing with toy trains. Yes, there were some very poor looking items out there. As the years have passed we sure have made improvements to reach the point we are at today.

Who would have guessed the quality we have today compared to that of the 1950s. The revolution is still developing as the product continues to get better with each new run of model railroading equipment. Today's details is far superior to most of the early equipment. A recent review of a passenger car commented on the nuts and bolts on straps holding equipment on the under side of the car. What will come next? The smell of oil and grease? Realism has become the norm today.

How far will the development go? Stay tuned.

## AMBER ALERT

by Marion Brasher, MMR®

Years ago the Illinois Valley Division had decals made for our membership. At the time I painted a Roundhouse Herriman observation car green with a black road car #101, "Lincoln Land," with KD couplers. The car was to be the Illinois Valley Division superintendent's car and passed on to each new superintendent. The car was supposed to be used to tour Illinois Valley Division model railroads after our meets.

I have not seen the car for many years. It may have met the scrapper's torch or resides on someone's railroad. Did it pass on through an estate sale or swap meet? It would be nice to see it back where it belongs, transported by the superintendent as he inspects the railroads of the Illinois Valley Division.

**(If this car is found, contact Marion at 815-663-3411 or 122 West St. Paul Street, Spring Valley, IL 61362-1951-Editor)**

# MEASURING

by Michael Shockley

The problem with falling in love is that it is usually a building or something train related, and I have no regard as to the difficulty of the build, nor the cost of materials. But I am forced to try to build it regardless. Now comes the study, the purchases, and the sawing and cutting...and sometimes the frustration. Take this apartment building near downtown Peoria.

Do you see the multiple colors of brick? Do you see the peak in the center of the two walls. Do you see the wooden open stairway in the middle of the side wall in the top picture? Do you see the Dorian style columns in the bottom picture? How about the "mantle" on the front of the building not to mention the pilasters on the front and the square block glass windows at the bottom of the front. Do you see the



cross in the oval at the top? I bought windows but I think they are a bit too big. Criminy...

Next on my list is a tunnel in central Virginia. This is a road tunnel with tracks going over it. It is unusual in that it is not a train tunnel.

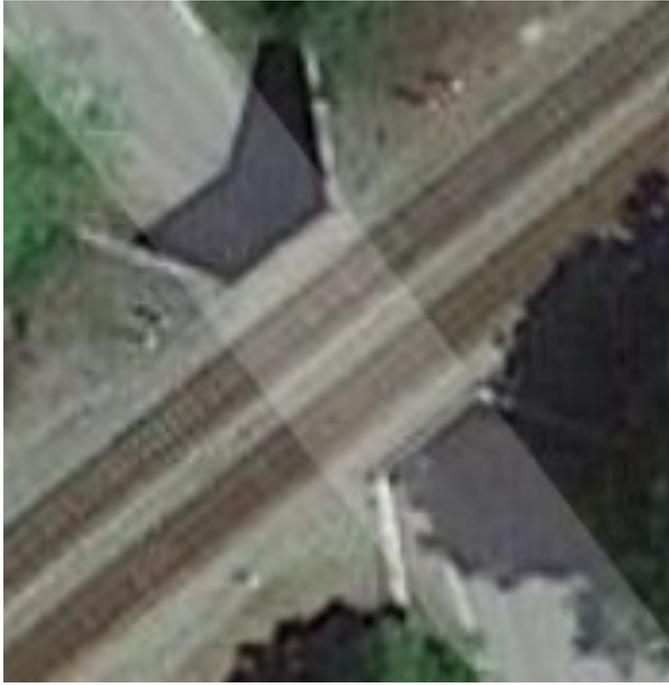


This concrete structure has great personality in that you can see black stripes in the painted over black areas on the concrete. It has tremendous history, as well. A surprise was that the wing walls form an "X." I never dreamed that the construction crew and surveyors would care about this fact. (See picture, next page—editor) I don't know if it improves the structural strength or if it is just aesthetic. Either way, I had to incorporate it into my efforts. I misinterpreted the tunnel's length but have since corrected it. The angle between the wing walls is 60 degrees.

So far, I have built the end walls including the wing walls but not the caps on them. I figure the winter will see cold days in which to den in and build. (If the house will behave...) From what I can figure, the caps will be made of two pieces of styrene...one will be 0.188" square strip and the top part will be 0.188" wide and 0.250" tall.

The inside of the bore is interesting. It has lines going linearly through it. I figured this is where the 2x6 boards were formed so the concrete could be poured to make the shape of the interior. The boards were not perfectly fit together which allowed a bit of concrete to "leak" between them and form the lines.

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I made an interior of 0.020" styrene sheet and used a caliper to scribe the lines. They came out pretty even.

To get measurements for these types of projects and scale it to HO, I need a reference. In the case of the Peoria building, it seems to have standard sized brick. Usually doors are about 80" tall so printing out the picture and scaling is pretty straightforward. A digital caliper and a calculator are great...both can come from Harbor Freight. The digital caliper is capable of inches and mm, very handy as HO scale is 3.5mm = 1 foot.

The tunnel has two measurements on the end. The center top is 12'1" high. You can see a Chrysler van entering the tunnel as the Google van is leaving. I was able to capture a picture with the van inside the tunnel. A visit to Chrysler's website to get the height of the van showed that the tunnel numbers are right on.

Any dimension in the same plane as the tunnel face may be deduced by ratios and proportions as long as the same picture is used. Measure the real distance on the picture, say the width of the tunnel at the road level, is 75 mm. The tunnel height is 12.0833 feet and is 90 mm. 75/90 is 0.833 then multiply the result by 12.0833 means the tunnel is 10 feet wide. (I made these numbers up to illustrate the method.)

I am still working on getting the right radius of the curve at the top. I found a hole saw blade that gets closer than a sanding drum on my drill press. I sanded both portals at the same time and got them close... close enough...well, still working on it.

I hope you are encouraged by what I have shown here. It is a labor of love and many times I do things to keep my hand in it and plan for the future by

gathering supplies and reading. I have a great love of this hobby...sometimes it is mutual and sometimes not. I will keep you posted on progress. In the meantime, I will get some sleep.

Photos from Google Earth

## STRAIGHT TRACK JIG

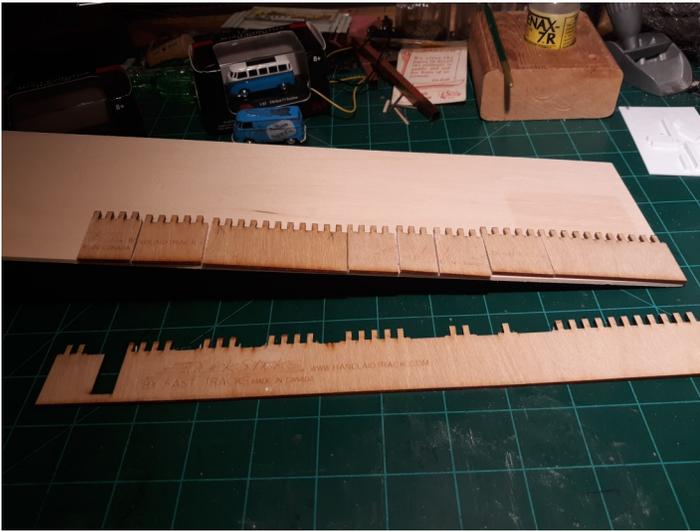
by Larry Nelson

I just embarked on building a point to point layout in HO scale. I have been building turnouts, cross overs, crossings, double slip cross overs, etc. for many years. For the most part I use Fast Tracks jigs. I love the accuracy and tools that they provide. Once in awhile I need to build something that I don't have a jig for, so I hand build it the hard way. I actually also enjoy that, but it takes more time and requires much more measuring and checking with track gauges to do a good job. For this new layout I am going to need a lot of straight tracks. I could buy a straight track jig from Fast Tracks, but I thought I have all the makings for a jig in my scrap box. I also wanted a jig for laying ties. I realized that I could make one jig to serve both needs.

If you are not familiar with Fast Tracks, you should visit their site at [www.handlaidtracks.com](http://www.handlaidtracks.com). If you tell Tim Warris at Fast Tracks, that Larry Nelson sent you, he will say "who the hell is Larry Nelson?!!!!!" Moving along, they make a product called QUICK STICKS that is designed to work with the turnouts, etc. This is a quick easy way to add ties to your turnout. They are laser cut out of plywood and provide a beautiful finished turnout that you can be proud of. The Quick Sticks are glued to the rail of your turnout and then the excess is broken away after the glue sets. This excess that is broken off is what I will be using to make my straight rail jig.

I have been saving these scrap pieces in my now famous scrap box for years. The plywood is great for many uses. Too good to throw away!!!! I will be using the scrap piece from the straight side of the turnout. It has a toothed look left over from the laser cut ties. Since the teeth are not continuous along this piece, I cut away the toothless sections, and then reassemble them on the jig baseboard. My jig baseboard was made out of 1/2 inch plywood from, need I say it, my scrap pile. I carefully aligned the teeth with a steel ruler along one side of the jig made with a piece of the laser cut left overs. I used Tight Bond Carpenters glue for this assembly. I then allowed this side to completely dry before continuing.

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Once it was dry I proceeded to make the opposite side. I used 8'-6" ties as spacers between the two sides. I made sure to leave a little wiggle room at the ends of the ties so that they could be easily removed when finished. Using a small T-square, I checked to make sure the teeth were in perfect alignment. I was careful to use the spacing jig at each saw cut as I worked. Care in constructing the jig will pay off in a good job at the end, and a lot less frustration as you are using it.

The jig has two purposes, as I mentioned at the



start. The first is soldering the rail to the circuit board ties. Make certain that the ties have a gap in the foil between the rails. **WITHOUT THIS GAP YOU WILL HAVE A DEAD SHORT!!!!!!** I placed a circuit board tie in every tenth space. That seemed about right to me. Hold the tie up against the raised tooth on the side closest to you and solder. Complete soldering the rail at every tenth tie nearest you. The second rail will need to be gauged off of the first rail. I use three point rail gauges and the NMRA standards gauge to insure proper spacing. It sounds more difficult than it really

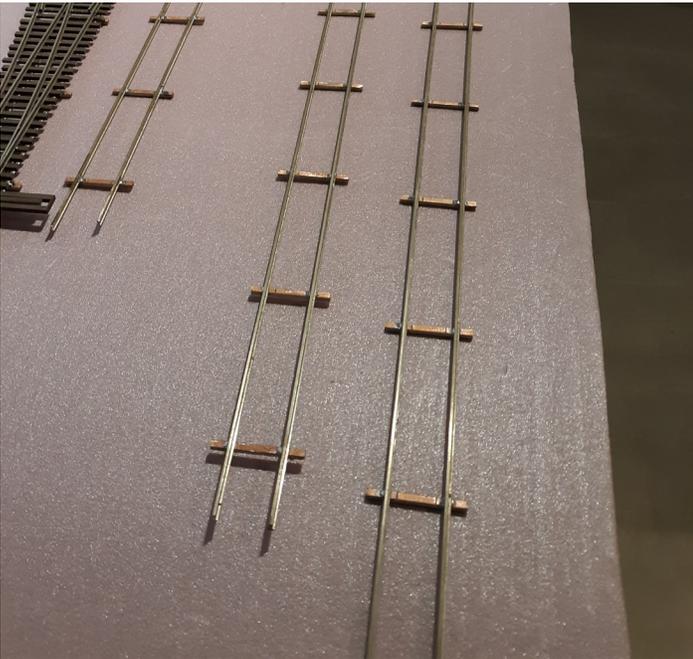
is. I have two three point gauges and place one on either side of the point to be soldered and then solder it. After the joint has cooled I check the gauge with the NMRA gauge. When all of the ties are soldered I remove it from the jig. I made my jig 18 inches long. Most track comes in 36 inch lengths, so the removed finished section is turned around so I can complete the other end. You can actually make lengths of straight track any length you want to by simply adding on more rail (or less). I prefer to not exceed 36 inches for handling reasons. If you do decide to add on more length, make sure that you stagger your joints. You can do this with rail joiners, or you can solder two rails butt to butt on a circuit board tie. This can be dangerous if it is miss handled!!!! If you decide to do this, I suggest using additional circuit board ties either side of this joint for added support of the joint. You now have a completed straight rail section. Now it's time to add wood ties to fill in the spaces between soldered ties.

Use the same jig to place the wood ties. A word to the wise, buy your ties from Fast Tracks Mt. Albert Scale Lumber Co. Their ties are the right size ( 7"x 9" x 8'6") and they use highest quality White Pine lumber. Nuff said? Leave every tenth tie space open. I marked my jig at every tenth space. When all the wood ties are in place, I apply a length of masking



tape to the ties and gently lift them out of the jig. They are now ready to be applied to the underside of the rail. I use PLIOBOND adhesive with a micro applicator tip to put glue on the underside of the rail. Then I place the taped together wood ties on the rail and press down securely. Be careful when you place the ties down, since this is a contact glue and you only get one shot at placing it in the right place.

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My final step before placing the rail on the layout is to paint the rail and ties. I use a rattle can spray in a suitable base color. Once the rail is applied to the layout, the final paint touches can be added such as rust and random oil spots.



There are several ways to attach the rail to the roadbed. My preferred method is to use Tight Bond Original wood glue. I use the "original" because it is water soluble and if I want to move or remove the track, I can simply wet the glue and wait a few minutes and then it comes right up. Some people like to spike or nail it down. When I try to do this, I tend to distort the rail and ruin the track gauge. Use weight to hold the track in place while it dries. Paint cans, books, tools, mothers-in-law, locomotives, lead weights, etc. can all be used to accomplish this! It's your railroad so it's your choice.

If you are so inclined to try your hand at hand laid track, it's a lot of fun and very rewarding. It can open up a whole new world of modeling. It need not be terribly expensive either. Minton Dings owns some of the common Fast Tracks jigs for code 100 track which he will loan to division members. I personally use code 100 track because I have a large supply of salvaged track from past layouts. I strip away the plastic ties and ballast, then use a little soap and a scratch pad to clean up the rail, and then reuse it. You Tube has videos on how to build a turnout using Fast Tracks Jigs. The club also has the DVD. Watch it before you start. Borrow a jig and the tools from the division, watch the video, and make a turnout to see if you like it! Contact Minton or me to get started. larrynelson.1945@gmail.com

## BUILDING A SMALL RAILWAY EXPRESS DEPOT

by Minton Dings, MMR



Last month, while reading my copy of *Model Railroader*, I spotted an announcement of a new kit from Bar Mills Scale Models. It is a small REA depot which was just begging for me to build it. That evening I searched for a proper location with the necessary space on my layout to put the completed depot. The completed model is 4" by 4 1/2" for which I had just enough space in the right location. The next morning, I called Bar Mills, Maine to procure the kit. Four days later it arrived.

Although not a replica, the REA Depot at Cranberry is based on a depot on George Sellios's famous Franklin and South Manchester model railroad with George's permission, of course.

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## Looking Over the Kit

Upon opening the box the modeler will find a 14-page set of instructions. Unless having built Bar Mills kits previously, it is important to read the instructions in their entirety before beginning to build the depot. The laser cut parts are bagged in groups according their order of use, including a bag of interior bracing. There is also a bag of cast metal parts and a bag of resin detail parts. It is a good idea to leave the parts in their separate bags until needed. It just makes the assembly orderly, especially for a modeler with limited experience with such kits. The depot kit is not overly difficult to build if the instructions are followed.

## Building the Kit

It is not my intention to retell how to build the kit since the instructions are well written. Here I want to share a few hints as to building wood kits and this kit in particular.

The interior bracing provided with the kit is necessary especially if acrylic paints are used. Acrylic paints are water based and will warp the wooden parts if no interior bracing is not used. There is a bracing chart in the instructions.

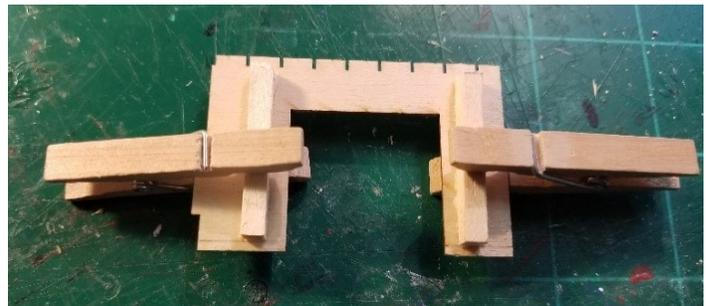
Acrylic craft paints, available in crafts stores such as Hobby Lobby and Michaels, are available in a myriad of colors and are inexpensive. I choose to use Titebond wood glue, because it tacks faster than Elmer's wood glue, canopy glue for windows, and Walthers Goo for attaching metal and resin detail parts.

The wall parts need to be laid out to separate them from the sheets. These parts are held to the sheets with small wood frets, much like sprues for plastic. Cut the frets and lightly sand the edge of the wall section to remove the remnants of frets which makes for a tight fit when gluing the walls together.



Fine sandpaper, a small flat modeling file or a fingernail file, my favorite, will work. I use medium sized wood clothespins as clamps to hold the bracing

until dry. Small clothespins can be found in the crafts/hobby stores. Mine came from Ben Franklin, if you can believe there are some Ben Franklin Stores in existence.

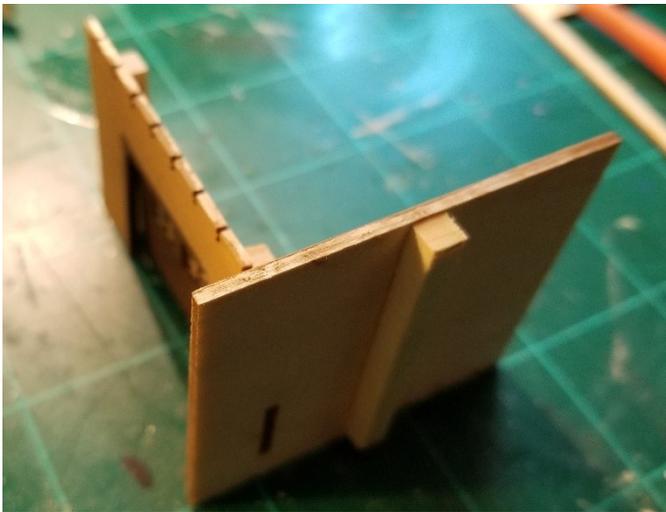


Next, I painted the walls, trim and windows and doors, then insert the windows and doors and attach the corner trim before assembling the walls. Walls can be assembled before, but I find it easier to manage assembling parts when they are lying flat on the work surface. The window glass is acetate glued in place with canopy glue. The picture shown here has glue, which is not dry, but will dry clear.

## Assembling the Walls

I normally use a squaring jig for the walls of a structure, but due to the offset wall shown below, I used the lines on my cutting mat to set the walls square. I continued to use the cutting mat to square the remaining walls, checking the squareness with a the walls is pretty straight forward. The modeler can use a mall machinist square. Rubber bands are good for holding parts together. Assembly of the remainder is straight forward.

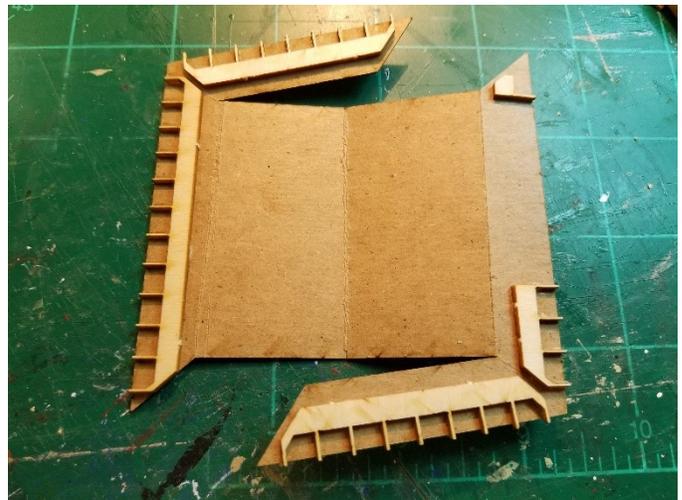
**Continued on Page 10**



Although not necessary and not provided in this kit, I usually put floors into my buildings. In this structure, it provides stiffness and strength to the structure. On multi story structures it prevents the viewer from looking in a second story window and out a first story window. I traced the inside of the walls of the two sections of the building on 1/32<sup>nd</sup> thick basswood and cut the floor pieces. If a floor is used, the bottom of the bracing on the walls needs to be placed 1/32<sup>nd</sup> above the base of the wall.

### Assembling the Roof

Probably the most difficult task in building this kit is the office roof. I removed the roof parts from the carrier sheet and folded it in its future shape. The rafter tails were glued in place. Then fold the roof into its shape using the assembled office section as a



guide. I then taped the corners as shown in the instructions and glued it in place as pictured below. When dried, I attached the storage building roof

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in place. The provided kit shingles represent gray colored composite shingles for the roof. Because I preferred the look of cedar shake shingles, I substituted Bar Mills brown cedar shingles I had on hand.



Before adding the dock, I weathered side walls and roof using a light application of a dark brown from Pan Pastels pulling the color from the upper walls to the bottom. Since I colored the air exhaust vent a rust brown, I highlighted the roof immediately below it with light rust.

Instructions for adding the dock are clear. Use of braces for the legs of the dock are added at the discretion of the modeler. I think they add interest and are not difficult to add. There is a jig for assembling the stairs on both ends of the dock. I weathered the

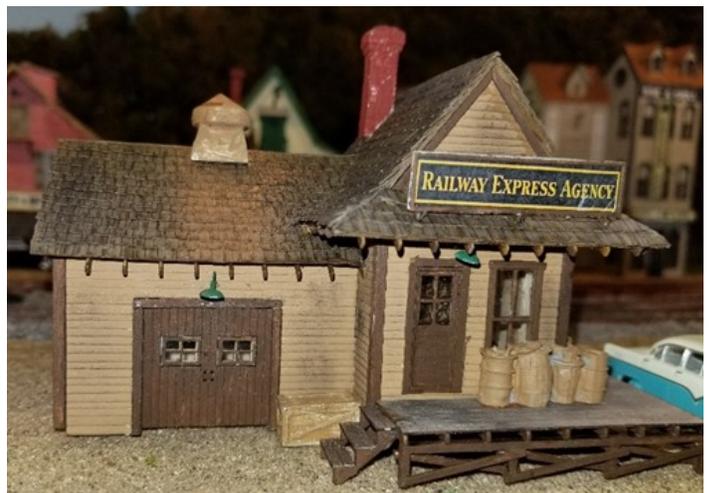


dock with a mixture of India ink and 91% alcohol with a single coat. It looks dark when wet, but it will dry to be a lighter color. From there I spot weathered areas of the dock for the appearance of wear.

After the addition of the stairs, I added details. I painted the chimney acrylic old brick red and carefully cut a hole for the chimney and sparingly used Walther's Goo to secure it. I filed the air exhaust vent to fit the roof. Even after fitting it to the roof of the storage annex, I was not happy with the fit. Details were painted and glued in place with Goo. There were supposed to be two molded light fixtures in the kit which I did not find. Being a scratch builder, I turned to my scratchbuilding parts box to find the same light fixtures. If these parts are missing from your kit, Bar Mills will replace the parts.



I ordered the figures offered with the kit, a \$5.00 additional cost. The figures I received were



**Continued on Page 12**

an excellent price for the six figures, I have not yet decided how to use these figures as REA workers.



I enjoyed building the “REA Depot at Cranberry.” It now sits beside the train station in the village of Huntsville, Kentucky on my Green River Branch of the Illinois Central Railroad in 1957.

I believe this kit could be successfully constructed by a modeler who is relatively inexperienced in building wood “craftsman” kits if the instructions are carefully followed. This REA depot would be appropriate for any model railroad up to 1975, when the Railway Express closed its business nationwide.

## OLD MAGAZINES AVAILABLE—FREE

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, 1976—1981, 1983—1985; Rail News, 1994—1997; Railroad, 1976—1985; Railfan and Railroad, 1992—1995; ; Diesel Era, 1992—1995; Extra 200 South, Issues 35—44, 56—58, 60-107, 118, 120, 122; CTC Board, Pacific Rail News, Vintage Rails and more from the 70s to 2000s. There are vast numbers of Model Railroader, Trains, and Railroad Model Craftsman which have not been inventoried yet (and may not ever be). I need the storage space and this is a limited time offer before being recycled. If interested, contact me soon.

—Minton Dings

## 2022 NMRA National Convention, St. Louis

# FUTURE NMRA CONVENTIONS

## Midwest Region Convention, Rockford, Illinois

The planned Spring Convention planned for May 20-23 has been postponed until September with no specific date indicated. It is scheduled for the Holiday Inn at State Street and I-90, Rockford. More information will appear in THE TIMETABLE and on the IVD and Midwest Region websites.

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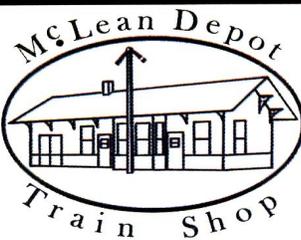


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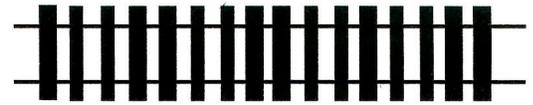
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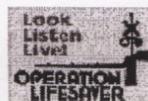
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