



# THE TIMETABLE

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

NATIONAL MODEL RAILROAD ASSOCIATION

**Volume 42, No. 4, Summer 2023**

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



**IVD ANNUAL PICNIC**  
**1200 Noon, August 12, 2023**  
**Peck Park, Galesburg, IL**

**See Article on Pages 2 and 12**

## DIVISION OFFICERS



### **SUPERINTENDENT (2024)**

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



### **ASST. SUPERINTENDENT (2025)** **IVD TIMETABLE EDITOR and AP CHAIRPERSON**

Minton Dings, MMR®  
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greenriverbranch1957@gmail.com



### **CHIEF CLERK (2024)**

Randy Sommer  
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chief.clerk@nmra-ivd.org



### **PAYMASTER (Appointed)**

Jeff Deasy  
217-836-0223  
paymaster@nmra-ive.org

## TRAINMASTERS

### **District 1—Peoria & Tazwell Counties )**

**(2025)**

Russ Smith  
309-255-2058  
district1@nmra-ivd.org

### **DISTRICT 2 - Grundy, Livingston, McLean & Wood-** **ford Co.**

To Be  
Appointed



### **DISTRICT 3 - Bureau, LaSalle, Marshall,** **Putnam & Stark Co. (2025)**

David Hawkey  
(309)274-6150  
district3@nmra-ivd.org



### **DISTRICT 4 (- Fulton, Henry, Knox, Rock Island and** **Warren Co. (2024)**

Larry Nelson  
(309)789-6447  
district4@nmra-ivd.org



### **DISTRICT 5 (2021) - Adams, Brown, Cass, Logan,** **Mason, McDonough, Menard, Morgan, Pike, Sanga-** **mon, Schuyler & Scott Co. (2025)**

Thomas Ose  
(217)483-4368  
district5@nmra-ivd.org

Year listed with title indicates the end of present term.

2023 Illinois Valley Division, Midwest Region, NMRA  
Photos by the contributors and editor  
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Contact editor at greenriverbranch1957@gmail.com

## **Upcoming 2023 IVD Meetings**

### **Membership Meetings:**

Division in-person meetings resumed with the September 2021 meeting. Membership meetings are held on the third Saturday of January, March, May, September and November at the Peoria Public Library, North Branch, 3001 West Grand Avenue, Peoria at 1:00 pm unless otherwise announced. See below. Doors open at 12 noon.

### **IVD Annual Picnic:**

The annual picnic for the Illinois Valley Division is scheduled for Saturday, August 12, 2023 at Peck Park, 869 Peck Street, Galesburg, Illinois., from 12 noon to 4 pm. The park is located at the west side of the BNSF overpass on East North Street, Galesburg. The alternative date for rain or excessive heat is Saturday, September 30, 2023.

The IVD will provide hamburgers, hotdogs, buns, chips, summer salads, iced tea and bottled water as well as all paper plates and utensils. We ask that members bring a side dish or a desert to share.

An RSVP would be helpful for planning. Contact Jim Tatum, Superintendent or Minton Dings, Assistant Superintendent at the email address or telephone number found to the left.

### **Board of Directors Meetings:**

The next Board of Directors Meeting, will be Monday, August 21, 2023, 6:00 pm by Zoom. Members who wish to attend need to contact Jim Tatum, Superintendent at the email address listed to the left of this page to receive the Zoom invitation.

## **2023—24 POPULAR VOTE CONTEST SCHEDULE**

September: (1) Photos of Layouts  
(2) Specialty Railroad Cars, Non-MOW

November: (1) Passenger Cars, (2) Bridges

January: (1) Scenery—Any Season, (2) Photos—  
Prototype

March: (1) Scratchbuilt Structures, (2) Kitbashed  
Structures

May: (1) Freight Cars, (2) Dioramas, Off Line or  
On Line

September:  
(1) Hand Laid Track, (2) Buildings—On  
Line



# LAYOUT TOUR—MAY 2023

## GREAT LAKES & SOUTHERN

Michael Broshears, N Scale



## AR&K/GM&O

Russ Smith, HO Scale



## RIVER CITY RAILROAD CLUB \*

Pekin, Illinois HO



**\* Pictures of the River City Railroad Club are taken from my historic file due to the inability of my entering the basement location of the club. Those members who have pictures of the club are invited to contribute the our file. editor**

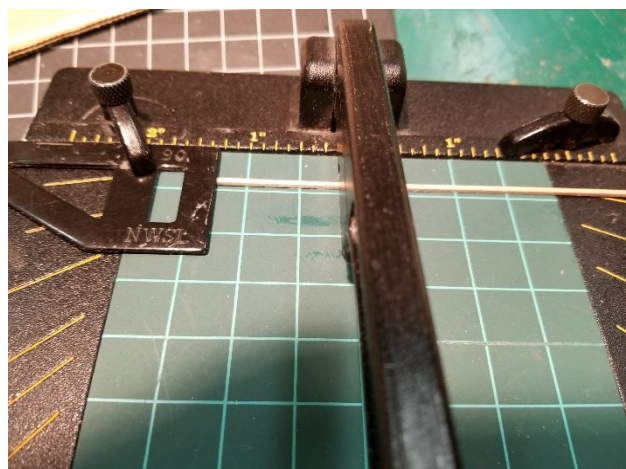


# FENCES

by Minton Dings, MMR®



many posts and rails which will have to be cut uniformly using a cutter such as a Northwest Short Line Chopper.



Assembly of this fence will probably be best accomplished at the work bench. I assembled my chain link fence in place on the layout and struggled to get the fabric to stretch to resemble the chain link material.



**A Boundary Fence**

## The Purpose of Fences

Over the years I have not seen many model railroads which have fences. That may be due to our need for and concern to compress the scenes we portray.

Fences have many purposes. In the real world, some fences are erected for safety, some for security and some to mark property boundaries. Others are built to contain materials, animals, and sometimes people. Fences are sometimes meant to be decorative.

I want to show some of the fences on my layout, the Green River Branch, to illustrate fences as scenery. Most of my fences were made from commercial kits. Many of these fences can be scratchbuilt.

## A Security Fence

The fence illustrated here represents a chain link fence surrounding the Kentucky Power and Light facility at Beaver Dam. Any power plant would want to protect both their equipment and keep individuals from wandering into a dangerous area. This fence was assembled from a commercial kit from Walthers Trains. The posts and horizontal rails are styrene which was painted silver. The chain link “fabric” is a material used for wedding veils called tulle.

The posts and rails can be cut from round stock styrene. The outward slant of the top of the posts can be made by melting the bend in the post with a quick exposure to a flame from a candle. There will be





This wooden fence surrounds the engine maintenance facility at Central City including the round house, RIP track and the ash pit. This fence is in part a kit from Bar Mills Scale Models. This fence is a board-by-board assembly project. Some of the fence is scratchbuilt. I sometimes will buy a kit such as a section of this fence and then use it as a pattern for scratch building. Be aware that scratch building is not always less expensive considering the cost of the scale lumber.



The fence shown in the next column is similar to the above fence, except it uses wood panels upon which the name of the company is painted. Panel fences can be scratchbuilt with basswood posts and sheet lumber cut to scale.

### Rural Livestock Fences

The picture below is a farm fence built to contain livestock, in this case, cattle. It could be an electric fence or most likely in the 1950s a barbed wire fence. It is distant enough that the barbs would

not be discernable. For an “up close,” foreground fence, barbs can be applied with small applications of glue which will create a small evenly spaced bump on the wire.

I have yet to construct a post and cable highway “guardrail” commonly used in the 1950s and before. It was posts placed along a highway which were painted black to the bottom and white on top connected with heavy cable. Since I have yet to build and place these post and cable “fences” on the layout, I have no illustration.

### Decorative Fences

A search of the Walthers Reference Book for fences will show a multitude of designs. The decorative fence shown below is the only such





fence on the layout. I wish I had, and still might, erect more decorative fences at appropriate sites. I am not sure that these fence designs could be scratchbuilt except by 3D printing

### A Couple of More Interesting Fence Scenes



### A Final Thought

This brief article only touches the surface of the possibilities for fences as scenery. Fences add interest to the individual scenes on a layout. Be creative and share with us your fence creations.

# SPEED AND OPERATIONS

by Minton Dings, MMR®

“When I was a child I spoke as a child, I thought as a child . . . and ran trains fast. Now that I am no longer a child . . . I run trains . . .? That is not exactly how that quote goes.

As many of you know, the Illinois Valley Division, operates a “hands-on” modular layout at area train shows and fairs. Wherein nearly all layouts shown for public view are “hands-off,” we operate our layout so that it can be touched. Included in that touching is holding a throttle and operating a train.

As one might imagine, the operators are mostly children. Intuitively we realized that children would like to watch trains run **FAST**. So,



the speed tables for the locomotives have been set low enough that a train would not derail on the curves.

### Speed and Operating a Model Railroad

I recently have been reading [How to Operate a Modern Era Switching Layout](#), by Lance Mindheim. Although the book does not speak directly to the type of layout and the era I model, the information was helpful and thought provoking.

The book describes the slow speed movement and work of modern railroaders in an urban area from 2000 to the present day. The slow speed and deliberateness are for the sake of public and crew safety and accuracy of car placement. Mr. Mindheim’s layout is a small shelf top switching railroad. Reflecting on the information got me thinking about the deliberateness of speed during work conducted by a train crew and the time it took to safely complete the same work in 1957.

My layout is larger with about 320 feet of track between the mainline and the branchline. It stands to reason that there is open country running between towns and villages. Despite the open areas, there is considerably more switching on my layout on the lay-



out described in the book. Therefore, time is still an issue in simulating “safe” practices in model railroading as would have been practiced on the prototype.

What struck me as significant is that many model railroaders, me included, simply back up to the assigned consist and immediately depart. Switching at industries or the discharge and loading of passengers are often handled in the same manner.

### Speed in the Open Country

Speed on the mainline and branchline would differ on the prototype. Speed on the mainline would depend on the terrain through which the railroad ran. Long distance passenger trains ran at a high speed on the Illinois Central. The Panama Limited and City of New Orleans were limited to 100 mph on the tangent track from Clinton to Springfield and Champaign to Centralia, Illinois. It is unofficially rumored that passenger trains pulled by E8 and E9 locomotives on occasion buried the needles above the 110- mph limit on the engine’s speedometer gauge on those tracks.

But in Kentucky, in the twisting, turning track of the hill country, the speed limit would have been 60 mph except limited speed in the curving track in the hilly terrain. The Green River Branch climbs through a narrow valley and would probably have had a speed limit of 20 mph due to tight curves and the condition of branch line track and its limited maintenance. Operators on the Green River Branch tend to want to operate above a 20-mph limit. On



the layout, the track is overly well built with code 100 rail. Code 100 model rail figures to be about 164 pound per yard prototypical rail which no railroad used, even today. So, a 20- mph speed limit looks out of place. Therefore, passenger speed on the branch is 35 mph and freight is 25 mph.

### The Consumption of Time

Considering a passenger train station stop is a bit enlightening. If a major station stop would take 15 minutes prototypically, and considering a 4 to 1 modeled time, the passenger train would sit in the station for 3 minutes and 45 seconds for the sake of the disembarking and loading of passengers and less than

carload and express freight. That is a long time in terms of model railroad operations. The same operation at a small-town station might take 10 minutes in prototypical time, 2 minutes, 30 seconds in 4/1 modeled time. With two major stations and 5 small town stations on the Green River Branch, that adds twenty minutes to the time to travel the branch line.

Considering the work of the freight local, the time is greatly expanded. Let us consider time consuming moves.

**Yard speed limits:** Railroads restricted switching speed within the yard, some to as slow as 5 mph. Assembling a consist for the locals which will be soon dispatched must be done with caution. In the 1950s, without the radio communications of the present day, all movement was controlled by line of sight and hand signals by day or lantern signals by night. During switching operations, if the engineer could not see the brakeman or conductor, then the train did not move. Switching work, coupling and uncoupling of cars was dangerous. Without that measure of safety, switching could become deadly.

Cars to be taken to industries need to be placed in the order to be delivered, generally the first behind the engine unless otherwise designated. The specific cars and car type may not have been delivered to the yard in the order needed for dispatch on the next train out. Sorting cars at 5 mph was a long process. Remember, there is a need for patience with the yard crew(s).



When the road engine(s) couple to their train, time is consumed by coupling, stretching the train and connecting air and communications lines. Then the air needs to be pumped to the necessary pressure to operate the brakes, maybe at least 10 minutes, 2½ minutes of modeled time if no problems are encountered.

### Switching on the Main and Branch Line:



Consider a simple switching operation to pick up a loaded car and deliver an empty. The train approaches a trailing switch. The empty car to be delivered is immediately behind the engine. Times to be considered: (1) uncoupling the consist from the engine to retrieve the loaded car, maybe 2 minutes, 30 seconds on the 4/1 clock. (2) After the engine moves beyond the switch, the switch must be unlocked, thrown and inspected to ascertain that the switch rails are moved into position, maybe 4 minutes if all worked properly, another 1 minute on a modeled time. (3) Speed on a siding is limited to 10 mph for most prototype railroads. (4) Then there is the coupling to the load, (5) pulling it through the switch, throwing the switch, backing to the consist, (6) coupling to the empty, (7) uncoupling the empty from the consist, (8) pulling through the switch, throwing it back to the siding, (9) backing to the spot for the empty at 10 mph, (10) uncoupling, (11) pulling back through the switch, (12) throwing the switch to the mainline, (13) coupling to the consist and (14) pumping up the brake line before leaving. All this work might take 30 minutes, 7½ modeling time. (Not fair ever throwing a switch early). Well, I believe you get the idea. Switching takes time, time that most of us modelers do not take.



Considering a local turn, a crew might be able to switch out no more than eight to twelve customers

depending on the distance out and back from and to the yard, distances between customers, and the complexity of the switching tasks in a sixteen hour shift and less with a modern twelve hour shift before “going dead.”

“Going dead” is when a crew reaches the legal limit of their work shift and must stop or park their train until the arrival of a relief crew. Imagine modeling that in an operating session. Maybe that is why most owners who run operating sessions limit their sessions to twelve hours. Or, maybe twelve hours at a 4 to 1 time ratio is all most operators can reasonably do.

## Final Thoughts

On model railroads which have a lot of running room, probably the speed issue is not as important except for the realism. For me, realism is important. It is not how much can be done during an operating session but portraying how the prototype railroad operated.

For modelers with small railroads, paying attention to the speed with which trains are run and switching is accomplished is very important if the railroad is to portray real life railroading in an operating session in a reasonable timeframe.



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



## UPCOMING OPPORTUNITIES FOR MODEL RAILRODERS

**Great Midwest Train Show**, Sunday, August 6, September 1, 2023, DuPage County Fair Grounds, 2015 Manchester Road, Wheaton, Illinois. The show is scheduled for the first Sunday of each month of 2023 except no show in July, 9 am to 3 pm. Admission \$7, online \$6, and children under 11 free. Free parking and handicapped accessible.

**2023 Pufferbilly Days Model Train Show and Swap Meet**, Saturday and Sunday, August 5 and 6, 2023, Boone County Fairgrounds, 1801 Industrial Park Road, Boone, Iowa. Admission \$5.00, children 12 and under free with a paid adult. Free parking and handicap accessible.

**Boeing Employees Railroad Club (St. Louis) Railroad Swap Meet**, Saturday, September 9, 2023, 10 am to 3 pm. Greenfelder Recreation Complex, St. Louis, Missouri. Admission \$5.00, children under 12 free. Free parking and handicapped accessible.

**Pacific Eagles Train Show**, Saturday September 23, 2023, 10:00 am to 3:00 pm, 707 West Congress Street, Pacific MO. Admission: \$4.00, children 12 and under free.

**Green County Model Railroaders, 45th Annual Model Train Show—Swap Meet**: Saturdays & Sunday September 23 & 24, 10 am to 4 pm, The Stateline Ice and Community Expo, 16232 4th Avenue, West, Monroe, Wisconsin. No price, parking or accessibility info given.

**32nd Annual Greater St. Louis Metro Area Train Show**, Saturday, October 7, 2023, 10am to 4pm and Sunday October 8, 10 m to 3pm, Kirkwood Community Center, 111 South Geyer Road, Kirkwood, MO. Admission \$10.00, Children under 12 are free, Free parking and handicapped accessible.

**Central Missouri Chapter of the TCA, Ozark Division 26th Annual Swap Meet**, Saturday, October 14, 2023, Columbia Senior Activity Center, 1121 Business Loop 70 East, Columbia, MO, Admission: \$5.00, children under 12 free. Open to TCA members and sponsors at 9:00 am, general public at 10:00 am to 3:00 pm.

**5th Annual Sherman Scale Train Show**, Sunday, October 22, 2023, 10 am to 3 pm, Sherman Athletic Club, 300 South First Street, Sherman, Illinois. Admission \$5.00, Children under 10 free. Early bird admission at 9 am, \$10.00. Free parking and handicapped accessible.

**Model Train Meet**, Saturday, November 11, 2023, 9:00 am to 3:00 pm, VFW Post 5691, 1234 Vandalia, Collinsville, IL. Admission \$8.00, children under 12 free.

**Train Fair & Farm Toy Show**, Saturday, November 18, 2023, 9:00 am to 3:00 pm, Bureau County Fairgrounds, Rt. 6 West, 811 West Peru Street, Princeton, IL. Admission \$5.00, children under 10 free.

**Quad City Society of Model Engineers Open House**: Saturday, November 11, 2023, 9:00 am to 4:00 pm, 740 16th Avenue, East Moline, Illinois, Admission \$5.00. Operation of layout and train sales on site. No parking or accessibility information provided.

**The Dupo Train Show**, Saturday, November 18, 2023, 9:30 am to 2:00 pm, American Legion, 200 South 5th Street, Dupo, IL. Admission: \$3.00, children 12 and under free.

**Peoria and Pekin Train Fair**, Sunday, November 19, 2023 10 am to 3 pm. Illinois Central College, IL Rt. 24, 1 mile east of IL Rt. 116, East Peoria, Illinois. Admission, Adult donation of \$3.00, children under 12 free with an adult. Free parking and handicap accessible.

### Our condolences to Beth and the family of:

## Rodney Price

Rod Price, long time member of the Illinois Valley Division of Morton, formerly of Astoria, passed away May 14, 2023. Rod was a member of the IVD for many years and served for a time on the IVD Board of Directors as a Trainmaster for District 5.

Rod married Elizabeth Johnson in 1974 in Champaign, IL. They were married for 48 years.

Rod was a collector and modeler of S scale trains. His display of his S scale was impressive. Later in his modeling life he also modeled an HO layout.

From 1966 through 1968 Rod he served in the Navy as a lieutenant junior grade. He was also known as an excellent musician playing the mandolin, guitar and piano. He was also a teacher of the guitar and was part of several folk musical groups.

Rod graduated from Milligan College in Tennessee with a bachelors degree in business. He and Beth were third generation owners of Price Oil in Astoria.

Rod will be missed by many.



# 2023 NATIONAL NMRA CONVENTION



**2023  
TEXAS  
EXPRESS  
August 20-26, 2023**

## **Location: Convention and Hotel**

**Gaylord Texan Resort & Convention Center  
1501 Gaylord Trail  
Grapevine, Texas 76051  
(817)778-1000**

## **Cost:**

<b>Member</b>	<b>\$165.00 Posted by 6/1</b>
<b>Spouse</b>	<b>\$ 90.00 Posted by 6/1</b>
<b>Youth</b>	<b>\$ 40.00 Posted by 6/1</b>
<b>Late Reg. Member</b>	<b>\$ 200.00</b>
<b>Non-Member</b>	<b>\$ 200.00 Posted by 6/1</b>
<b>Late Non-Member</b>	<b>\$ 230.00</b>

**Hotel: \$ 179.00 + Taxes, Double Occupancy**

**Website: For Information and Registration online or paper mail in form.**

<https://www.2023texasexpress.com/>

## **PERSONAL AND BUSINESS**

### **ADVERTISEMENTS AVAILABLE**

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

**Website Timetable Both**

## **Business:**

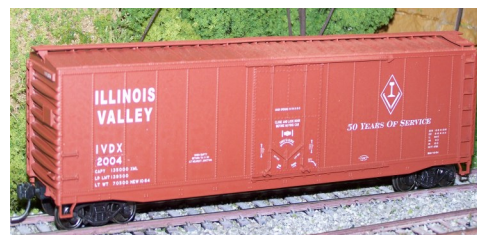
Business Card Size: \$20.00 \$12.50 \$30.00

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

## **50TH ANNIVERSARY BOXCARS AVAILABLE AT \$10 EACH**

The Fifty Year Anniversary cars are still available. There are now only 35 boxcars left. The cars are for sale at the division meetings and at train fairs. The cost is reduced to \$10.00 each plus shipping. The cost by mail is \$10.00 each plus \$6.50 shipping, or \$8.50 shipping for 2 cars or \$10.50 shipping for 3 cars. Free decals are available for multiple purchases. The cars are 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.



## **ILLINOIS VALLEY DIVISION ACHIEVEMENT PROGRAM**

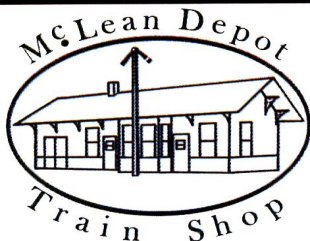
Following the passing of Marion Brasher, his records of the division Achievement Program have not been found. The search continues through contact with those who are handling Marion's estate.

In the meantime, a new file of Achievement Program records is being established. Members of the division who have completed, judged, and signed paperwork showing their work towards earning a certificate(s) should contact Minton Dings, MMR, Achievement Program chairperson, with copies of work completed to establish the new record.

If Marion's records are found, they will be digitalized and combined with the information gathered through this search. Volunteer hours toward the Volunteer Certificate may be the most difficult to verify. Contact Minton at 309/241-4504 or 15548 SR 78, Havana, IL 62644 or [greenriverbranch1957@gmail.com](mailto:greenriverbranch1957@gmail.com).

**IMPORTANT: Members who wish to have their work evaluated for credit toward their chosen certificate during a division meet, needs to contact Minton prior to the meeting to arrange for the judging team members to be present. See above for contact information.**





#### Hours

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

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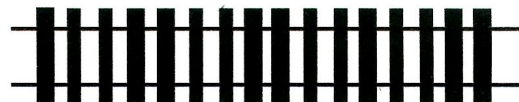
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Illinois Central Railroad, 1957

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**August 12, 2023**  
1<sup>ST</sup> ILLINOIS VALLEY DIVISION OF THE NMRA  
**DIVISION ANNUAL PICNIC**



**PECK PARK**

**869 PECK STREET, GALESBURG, ILLINOIS**  
**(WEST SIDE OF THE BNSF OVERPASS ON**  
**EAST NORTH STREET)**  
**1200 NOON TO 4:00 PM**  
**SEE INFORMATION ON PAGE 2**

