

# THE TIMETABLE

THE OFFICIAL NEWSLETTER OF THE

# **ILLINOIS VALLEY DIVISION**



NATIONAL MODEL RAILROAD ASSOCIATION

# Volume 42, No. 6, November 2023

#### WEBSITE: nmra-ivd.org

Hello IVD members,

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

Well, the annual cookout turned into a picnic this year. As we didn't grill anything this time but provided fried chicken and pulled pork. We had a great turnout again this year, with 20 total in attendance. There were a variety of sides and desserts provided by our attending members. If you went home hungry it was your own fault. And again, the amount of rail traffic did not disappoint either. Our potluck will be in Feb 2024, with the date to be determined at the next IVD board meeting.

As I have announced in the September Timetable, I will not be running for a 4<sup>th</sup> term. Remember, if anyone is interested in running for the IVD Superintendent position ,which is coming up this March 2024, please let any member of the board know or if you have any question on what the position requires of you, please just ask me. I will remain as active within the IVD as possible, so I'm not going anywhere and have advised the board that if they need and I will still oversee the annual IVD cookout and potluck, if that is their wish and they keep these events going.

If you have any ideas or suggestions on how we can improve or what would interest you, please feel free to reach out to me or any of our board members.

Also, any member looking to get their

NMRA Authors Certificate, the easiest way to obtain this certificate, is to provide articles in the IVD Timetable and Minton is looking for anyone willing to contribute to the newsletter. So, if interested please reach out to Minton for assistance with getting your articles published in the Timetable.

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

Highball!!!

Jim Tatum, IVD Superintendent

## IMPORTANT NOTICE TO ALL MEMBERS AND PARTICIPANTS

## MASK MANDATE FOR INDOOR MEETINGS?

With the resurgence of COVID this year, the Illinois Valley Division will follow the instructions on mask use by the facility being used for our meetings. Masks probably will not be required, but be prepared.

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

#### **DIVISION OFFICERS**



ASST. SUPERINTENDENT (2025) IVD TIMETABLE EDITOR and AP CHAIRPERSON Minton Dings, MMR®

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TRAINMASTERS

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(2025)

**Russ Smith** 

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

**PAYMASTER** (Appointed)

DISTRICT 2 - Grundy, Livingston, McLean & Woodford 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

<u>Warren Co. (2024)</u> Larry Nelson (309)789-6447 district4@nmra-ivd.org

DISTRICT 5 - Adams, Brown, Cass, Logan, Mason, McDonough, Menard, Morgan, Pike, Sangamon, Schuyler & Scott Co. (2025) Thomas Ose (217)483-4368 district5@nmra.ivd.org

#### Year listed with title indicates the end of present term.

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### Upcoming 2023 IVD Meetings

#### Membership Meetings:

Membership meetings have been in-person since September 2021. Meetings are held on the third Saturday of January, March, May, September and November at a branch of the Peoria Public Library, Peoria. Lately have been held in the conference room in the second lower level at the downtown main library. Meetings begin at 1:00 pm <u>unless otherwise announced</u>. See below. Doors open at 12 noon for a time of fellowship. A \$3.00 donation is welcomed by members which qualifies each donor participation in the door prize drawing..

#### NOVEMBER 18 2023, DIVISION MEET:

The November meeting of the Illinois Valley Division will be held November 18, 2023, at the Peoria Public Library, Main Branch Conference Room (Downtown), second Lower Level, 107 NE Monroe Street, Peoria. Off street parking is available beside the library and entry is handclapped accessible. There is no need to "feed" the parking meters on Sunday. Doors open at 12 noon, meeting at 1:00 pm.

The clinics will be a presentation of the 2023 National NMRA Convention in Texas by Mike Shockley. The second clinic is yet to be determined.

Popular Vote Contests: (1) Passenger Cars and (2) Bridges

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

The next Board of Directors Meeting, will be Monday, December 18, 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. left of this page to receive the Zoom invitation.

#### 2023—24 POPULAR VOTE CONTEST SCHEDULE

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

<u>November</u>: (1)Steam Locomotives, (2) Traction -Locomotives and Cars

# **IVD PICNIC, 2023** Saturday, September 30

On a warm sunny end of September afternoon, about twenty four members and guests of the IVD met at Peck Park in Galesburg for its annual picnic. My count is about twenty four since I did not think to get an exact count.



BNSF engine switching the north end of the Galesburg Yard

Peck Park is located where three major BNSF lines cross. Twenty seven trains were observed. Trains from BNSF, Amtrak, Canadian National and Union Pacific passed by the park in over four hours.



Relaxing, conversation, awaiting lunch which arrived shortly.



Shipment of a switch, 1 to 1 scale. Did not know switches could be ordered in that gauge.

Lunch consisted of fried chicken, pulled pork, salads with deserts and relish trays brought by participating members or their spouse/guests. No one left hungry!



**Canadian National on trackage rights?** 



Three unit BNSF freight heads northeast, a part of the BNSF Transcom.

### THOUGHTS ABOUT MODELLING GRADES AND CURVES

#### by Minton Dings, MMR®

Recently I was moving and rearranging books in my model railroading reference library, I stopped to rest and had in hand a book on railway track and trackwork. The original of this book was written by E. E. Russel Tratman in 1897. The current edition was printed in 2003 with a second printing in 2013,. It is based on the 1926 edition off this manual for the National Model Railroad Association entitled <u>Railway</u> <u>Track and Maintenance</u>. Much of the information found in this book is more detailed than can be built into our models in O scale of 1/42 or 48, S scale of 1/64, HO scale of 1/87.1 or N scale of 1/160 or a myriad of other scales. But the information is enlightening as to how our track functions. I am interest because I like to scratch build (hand lay) track.

The book <u>Railway Track and Maintenance</u> is available from the NMRA bookstore found on the NMRA website <u>nmra.org.</u>

#### Grades

Except in rare locations, there is no truly flat and level land. As flat as some locations in Illinois appear, the observer sighting down a long section of track will see undulations. There is always a slight grade when moving up or away from a river valley.

The steepest standard gauge grade in the United States is Saluda grade between Melrose (bottom) and Saluda (top) in the mountains of western North Carolina. The average grade is 4.2% with a 300 foot 4.9% grade. Trains travelling downgrade were limited to 8 mph. Any train travelling down faster would be switched into a "runaway" train siding. The Norfolk



The 4.1% grade with a G9 using the limit of its pulling capacity for a 3 car passenger consist.

Southern has discontinued use of the grade, listing it as out of service, but maintains it within its system.

Prototype railroads prefer to keep grades under 1% or one foot rise in each 100 feet distance. Less than 0.5% is ideal. In modeling terms 1% is 1 inch rise in 100 inches distance, or about 8 feet, 4 inches.

The narrow gauge railroads of the Denver and Rio Grande Western often climbed 3% with the Marshall Pass and Chama to Cumbers Pass lines at 4%. 4% is about the limit for side rod driven steam engines. Gear driven steam engines and diesel locomotives with low gear ratios can manage up to 8% due to the torque and slow speeds of their geared driving mechanisms.

I am most familiar with the geared steam loco-



Geared Locomotive, Green River Lumber Shay #5 descending a 7.2 grade on the GRL spur. Two other Shays and a Climax can push and/or pull three

motives such as the Shay, Climax, Heisler. There were also small geared locomotives built by Willamette Iron & Steel, Davenport, Porter and Bell.

Steep grades uphill on the prototype requires additional horsepower as is true in modeling. In the age of steam, more personnel, fuel, locomotive maintenance and rail wear from the use of sand were experienced. Downhill on steep grades result in brake wear and the downhill creeping of rails . Downhill creeping of rails can cause rail buckling, fracture and derailments, a safety and maintenance issue. Fortunately rail failure on steep grades is not an issue with model railroading.

Due to the lack of space and/or distance available to railroad models, grades tend to be steeper than for the prototype. This leads to shorter trains and/or additional locomotives. Although the Green River Branch is not a small railroad, it took a 3.03% grade to ascend the 12 inches from level 1 to level 2 within its 13 by 26 foot size. The same is true between level 2 and level 3.

The first portion of the grade from level1 to level 2 is 2.8% on a broad curve. More on curves later. There is a level deck bridge followed by the 4.1% with a curve to reach the top. Two GP7/9 locomotives are



Bottom of the grade, the 2.8% with a 36 inch curve

two locomotives to descend. Otherwise, the weight of the 15 loaded coal hoppers and a single locomotive will cause the consist to slide down the 4.1, across the level bridge and nearly to the bottom of the 2.8. It is a bit frightening the first (and only) time it was observed.



The level bridge

There is an upside to a steep grade. There is a steam locomotive assigned as a pusher to give a boost

to a heavy consist to the top of the grade. Wood cabooses have to be uncoupled and coupled to the pusher causing switching time. Steel cabooses can remain in front of the pusher. In 1957 there was no dis-



Top of the 4.1% grade, ending in a 32 degree radios curve

tributed power locomotive setups. (I have played with the idea with three speed matched GP7/9s and 30 freight cars. It worked, but is not part of my operating plan for 1957.)

#### Curves

Curves on a grade will effect the performance of locomotives. The effort made to pull against the inside rail will add to the percentage of the effect of the grade. There is a formula for figuring the effect of curvature on a grade, but as much as I tried, the math did not work for me. As close as I can figure, the 36" radius of the curve to the pictured left added about 0.3% to the effective grade, making it equivalent to a 3.1% grade. The 32" radius shown in the picture at the lower left adds 0.5% effect to the grade or 4.6%.

Part of deciding the minimum radius for curves on your railroad depends on its size. A 4' by 8' tabletop layout with a two inch margin around the edge would only allow for a 19 inch radios to the track centers for a 180 degree turn at it's ends. 18 inch section track works well in this circumstance. A 5' by 9' ping -pong table sized layout could allow for two 24 inch radius curves at the ends with an 8 inch tangent between. Although this sized layout seems limited, it is the size most of us had for our first model railroad.

My generous 26' by 13' room size space for my Green River Branch of the IC limits me to what is possible despite the theme I want to portray. Tight curves and steep grades rightly portray mountainous railroading. My three 36 inch curves look nice, but the ruling curves limit the engine, car and train length possible. I have one 24 inch curve. Dealing with a 3 1/2 reach on the first level, a 2 1/2 inch reach on the second level and a 1 1/2 inch reach on the third level limits the possible size of the curvature of the track.

In modeling 1957 most of the freight cars are 40 foot and some less. The longer the cars, the more



The one 24" radius curve. If it looks tight, it is for 85' equipment. 60' passenger cars look much better although not prototypical.

inappropriate the cars and curves appear. This is especially true of E sized locomotives and 85 foot passenger cars. The sharper the curve the more resistance exerted on the engine and individual cars in the consist. Too much length (weight) of the train the more the chance of a derailment. This type of derailment in pulling through a curve is called a stringline derailment where the cars remain coupled. It is especially true when attempting to back too many cars through a curve or a small radius switch.

#### **Easing Curve Complications**

<u>Easements</u>—Curves built from section tract or laid with a steady radius will lead a train immediately from the tangent (straight) into a curve. While models can tolerate this sudden change in direction, it is not possible with the weight and momentum of prototype trains. Gradual increase of the radius to its tightest point will reduce the drag or push on a train, prototype or model. My trick for measuring the centerline for easements is to use my 6' flexible metal "yard stick." With the help of a friend or spouse, I bend this tool to fit the space and draw the centerline. Any



An easement at Smith's Camp is shown although somewhat exaggerated by the long distance of the photograph

semi stiff material will do.

<u>Superelevation</u>—Superelevation is the raising of the outside rail of a curve slightly to ease the resistance and allow a slightly increased speed of a train. The rail should not be raised more than 1/16th of an inch for HO using strips of wood or styrene under the ties. Too much superelevation might cause a derailment by stringlining on uphill moving trains.

<u>Tangents in reversing curves</u>—Cars, especially longer cars such as passenger cars, do not tolerate the leading and following cars to be turning on opposite reversing curves. A short distance of straight

track between the opposing curves will ease the sideways pulling of each car at the couplers. A tangent track of only four to six inches (HO) will solve the problem.



The misalignment between the baggage car and engine is caused by a lack of tangent track or a #12 turnout which was only available by hand laying the switch. Space on the layout would not have allowed such a long switch.

<u>Matching coupler types</u>—Two types of coupler mountings are available—body mounted and truck mounted. A modeler should decide which to use. Body mounted has become the choice of most modelers. Mixing the types, especially with longer cars or mixed length in a consist, will become a derailment issue in tight curves or backing the train.



Notice the misalignment of the baggage car with truck mounted couplers and the E8 locomotive with body mounted couplers. Notice also the rail which is exposed by the wide swing of the baggage car.

#### **Final Thought**

Despite all the figuring to imitate the prototype, some of this is still trial and error with space available on our layouts.

#### **SCALE BILLBOARDS, Part 1**

#### **By Larry Nelson**

Bill boards for your layout are fun and easy. Billboards and signage on buildings add a lot to the richness of a scene. They can set the time, place and tenure of the scene you are trying to model. I will not try to tell you where to get images for your specific needs. I will just say that the internet is loaded with thousands of images on any subject you can think of. Model railroad forums are a good place to start. Google is another great place to start. Type in any subject that you are interested in such as vintage billboards, Coke ads, Pepsi, 1957 automobiles, supermarkets, Pabst Blue Ribbon Beer, Conoco or Sinclair gasoline, highway traffic signs, etc., etc., etc. Click on the images



tab and then click search. Scroll thru the images that come up until you find one that strikes your fancy. (There might be hundreds of images so keep exploring.) You may need to define your search better to get what you were looking for such as to change from Conoco, to Conoco billboards or Conoco vintage billboards. When you find that image you are looking for, double click on it to highlight it. Then right click and select copy. Copy or download the image to your desktop. It will be easy to work with from there. If you are going to down load several images on that subject, right click on the desktop and select New Folder and type in a title such as HO Signs. You may want to make several folders inside of your HO signs folder. You could have one labeled Conoco, another labeled Coke Cola, or even Pabst Blue Ribbon. Putting things in folders right from the start will greatly simplify things later on. (Not all images are suitable for printing out.) Discard any image with a low pixel count!!!!

Another very useful tool, especially for prototype modelers, is your camera. You may want a very specific sign that is located at or near the prototype subject that you are modeling. These signs might have the owners name on the sign or the location of the model. Signs such as this would be difficult or impossible to find on the internet. Without these signs the model wouldn't be prototypical. If the prototype is still available go get as many pictures as possible. Photograph each and every sign in the immediate area as well as where it is in relation to the prototype you are modeling.

Now that you have your image, what do you do with it? Here again I am not going to tell you a specific program to use for printing it out nor what printer to use. I will tell you that if you are planning to make a water slide decal, don't use an ink jet printer. I have never found any way to stabilize the ink when water was involved. (Use a color laser printer for decal work!!!) Ink jet or laser printers are fine for printing on paper. High quality matte presentation paper will give best results for billboards or metal signs. Set your printer preferences to presentation paper and "best" quality. For signs that you want to look painted on, use the cheapest copy paper you can find. It is thin enough to give that painted on look over surfaces such as lap siding or brick. Some modelers even sand the back side of the sign to make it even thinner before applying it.

Most images will need to be prepared for printing before printing. You will need some software for working with images. Software such as Photoshop has a free downloadable version which will do most simple tasks. There are many apps out there for photo manipulation. The most common thing you will need to do is to make the image the right size for the scale that you are modeling such as N, HO or O scale. The software will have a ruler tool which helps you determine how large the sign will be when printed. The rulers are usually in inches or MM. I use inches since I'm too old and set in my ways to use MM. One Inch in HO scale equals about 7 feet, so a sign three inches long would make a billboard 21 feet long in HO scale. That is a good size for a road side sign. You can vary the size a little depending on where you will be using it, such as on the side of a building, etc. Just remember to keep scale in mind when you are printing out the final product.

Shape is another consideration in signage. Photos of signs are sometimes taken at an odd angle which results in a sign that is skewed from square. Most photo editing software can be used to easily square up a skewed sign. Of the three most common uses of photo editing software you will need, the third is the cropping tool used to select only the part you want to print. Other things such as removing blemishes, color correction, brightening, etc. can be done with these programs.

Photo editing software is all very similar. Open the software and acquire the photo that you want to print. This is usually done by selecting the location where the image is located such as desktop, HO signs, **Continued Page 8** 

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#### SCALE BILLBOADS, Continued

For small store front hanging signs you will want two copies, one for each side of the sign. You can also Conoco. Select desktop, open it and select HO signs folder, then select Conoco, signs and open it. The image or images in that folder will be displayed. Select the image you want and double click on it. That image should appear in your photo editing software. Now you are ready to get it edited for printing. You can easily put several signs on one sheet to save paper or multiples of the same sign in case you screw one up. You can print the same sign in multiple sizes to test what looks best where you plan to put it.

Searching the internet for the perfect sign can be fun and eye opening for all of the possibilities available that you might not have thought about. I collect signs that I will probably never use. It's addictive. I print out signs that I really like and place them in a file for future projects.

In Scale Billboards Part2 I will explain how I construct a simple roadside billboard. Actual billboards come in many sizes and shapes. I will show you how I make one that looks like it belongs in the 1950's or 1960's. Making several different styles of billboards can be fun also and adds interest to your layout. Not all billboards are located beside a roadway; some are attached to the side of a structure. Use your imagination.

# IVD LAYOUT PRESENTATIONS

Spoon River Drive, Depot in Lewistown

The annual showing of the division's lay-

out ,which allows viewers the opportunity to see and "run a train," was set up in the freight room of the historic narrow gauge depot in Lewistown fort the two weekends of the Spoon River Drive. Members set



up the layout Friday and early Saturday morning and assisted viewers by sharing the hobby of model railroading and supervising the running of the trains by visitors. Children are particularly excited to run a train. The next showing and sharing of the layout



will be at the Peoria Train Show, Sunday, November 19, at Illinois Central College. Your help is needed. Contact Russ Smith ,o Dave Hawkey or Jeremy Bubb.



# MODEL RAILROAD PRODUCTS LLC BUY – SELL – TRADE SCALE MODEL TRAINS

2436 DENVER DRIVE - SPRINGFIELD, IL 62702

PHONE (217) 679-1945 HOURS: WED – SUN / 12 NOON TO 7 PM



#### **PRE-ORDERS & CONSIGNMENTS ACCEPTED**



#### UPCOMING OPPORTUNITIES FOR MODEL RAILRODERS

<u>Great Midwest Train Show</u>, Sunday, November 5, 2023, DuPage County Fair Grounds, 2015 Manchester Road, Wheaton, Illinois. The show is scheduled for the first Sunday of each month of 2023 and 2024 (except no show in July), 9 am to 3 pm. Admission \$7, online \$6, and children under 11 free. Free parking and handicapped accessible.

<u>Model Train Meet</u>, 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. Free parking and handicapped accessible.

**<u><b>Ouad City Society of Model Engineers Open**</u>

**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.

<u>Greenberg's Great Train Show</u>, Saturday and Sunday, November 11 & 12, 10 am to 4 pm, Oor Building, Illinois State Fairgrounds, Springfield, IL. Admission \$11- Saturday, \$10—Sunday, Children 11 and under free.

**Dupo Train Show,** Saturday November 18, 2023, 9:30 am to 2 pm. American Legion, 200 South 5th Street, Dupo, IL. Admission \$3, Kids under 12 free.

**<u>Peoria and Pekin Train Fair</u>**, Sunday, November 19, 2023 10 am to 3 pm. Illinois Central College, IL Rt. 24, I 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.

<u>Central Illinois Train Xchange</u>, Saturday, December 2, 2023, 9 am to 1 pm, White Oak Community Centered, 200 Lincoln Street, Carlock, Illinois (just 10 miles west of Bloomington, IL). Scale trains, books and memorabilia only. No toy trains, Lionel or Thomas toys. One table per dealer. Admission \$5.00, early admission at 8:30 am, \$10.00. Children 14 and under are free. Contact Roger, e-mail <u>citrainX@gmail.com</u> or text or call (309)369-2517.

<u>Great Tri State Rail Sale</u>, Saturday, January 27, 2024, 9 am to 3 om, La Crosse Center, 2nd & Pearl Streets, La Crosse, WI. Admission \$5, children under

12 Free.

**Springfield Train Fair,** Sunday, March 10, 2024, Orr Building, Illinois State Fairgrounds, Springfield, IL, 10 am to 4 pm. Admission \$5, children under 11 free. Early Bird admission for entry at 9 am with a \$5 extra. Free parking and handicapped accessible.

#### OPERATING SESSIONS ENCOURAGED

As reported in an earlier edition of <u>The Time-</u><u>table</u>, members of the division are encouraged to develop operation plans for their layouts and encourage members to participate in operating their railroads. Those who already have operating plans and/or those who have operating sessions, are encouraged to share information here for the encouragement of others to operate.

Information will be shared in the newsletter. This issue features Larry Nelson's point to point in-



dustrial switching layout. The layout was built on one long wall of his basement and seems rather simple a





#### PERSONAL AND BUSINESS ADVERTISEMENTS AVAILABLE

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

Business: One Year, 6 Issues

	Website	Timetable	Both
Business Card Size:	\$20.00	\$12.50	\$30.00
Business Card X2:	\$30.00	\$25.00	\$45.00
Business Card X3	\$40.00	\$35.00	\$60.00
Business Card X4	\$50.00	\$50.00	\$75.00
Column or 1/2 Page	\$60.00	\$60.00	\$90.00

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

Help in creating an ad is available by contacting Minton

# Springfield Railroad Society, Inc. TRAIN FAIR March 10, 2024 - Orr Building - State Fairgrounds



Over 35,000 square feet of trains! Early Bird shopping starts at 9 am for only \$10! Hundreds of vendor tables! Buy - Sell - Trade Trains Actual Operating Layouts

Admission \$5 after 10 am. Children under 11 FREE / Free Parking / Hours 10 am to 4 pm For more info, go to www.springfieldtrainfair.com



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



Postmaster: Return Service Requested









PEORIA PUBLIC LIBRARY DOWNTOWN BRANCH CONFERENCE ROOM LOWER LEVEL 107 NE MONROE STREET, PEORIA Doors Open at 12:00 noon, MEMBERSHIP MEETING 1 pm to 4 pm, Open to the public.

CLINICS: (1) REPORT ON THE 2023 NMRA CONVEN-TION AND (2) TO BE DETERMINED .

Contests: (1) Passenge Cars and (2) Bridges

SALES TABLES AVAILABLE. SORRY, NO DEALERS.