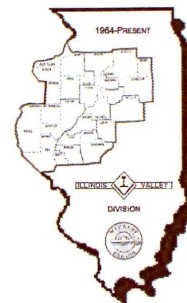




THE TIMETABLE

THE OFFICIAL NEWSLETTER OF THE
ILLINOIS VALLEY DIVISION
NATIONAL MODEL RAILROAD ASSOCIATION



Volume 43, No. 3, May 2024

WEBSITE: nmra-ivd.org

FROM THE SUPERINTENDENT

The First Notch

This is my first message to the membership as I take the throttle from Jim Tatum who did a great job leading us. Jim kept the IVD train smoothly moving down the track and started a new tradition by gathering us together for pot luck dinners at Peck Park featuring good food and drink, fellowship with members and their significant others, and a golden opportunity for rail fans to bask in the ambiance of diesel fumes as the trains rolled by. What could be better than that for train enthusiasts? As I take on my new role, the familiar "Highball" at the end of Jim's Timetable columns is a constant reminder to me that we should all strive for notch 8 as we continue to move the IVD down the track to a bright future. Thanks for your service Jim !...

But to get to notch 8 you have to start at notch 1. From my comfortable position as a member just passively participating in the meets and not being involved in all of the things that go into putting together an IVD event, I now find myself in the engineer's seat with the responsibility to do just that, and at the same time keep us from going off the rails, keep us moving forward, and uphold the legacy of the IVD which will be 60 years old this year. Oh sure, I was Chief Clerk for 8 years so I had an idea what I was in for but now that I've been handed the keys, the view is quite different. Just like the first diesel locomotive I ever had the pleasure of operating, getting things rolling is not as simple as sitting down, turning the ignition key, and driving away! You have to connect the batteries to the starter, purge the fuel lines, throw lots of electrical switches, and wait for the compressor to build up the air pressure before you can even release the brakes! This is where I am right now. Ready to put the throttle in notch 1, release the brakes, and start rolling down the track with a heavy load to pull. Thankfully I have a great executive committee to help me get out of the yard and develop a little inertia before going to notch 2.

There are a lot of challenges ahead of us, and in my view the most urgent one that faces us right now is membership. According to NMRA official membership records, we began 2024 with 83 members and in the first 4 months 8 memberships have already expired so we're likely down to 75 as I write this. In the next two months, 12 more will be up for renewal. Will they renew? What can we tell them that will convince them to renew? What can we tell the 8 that have already decided to let their membership expire? We can start by asking ourselves why WE renew. Then we need to list those reasons, develop a strategy, and put it in motion to maintain and grow our membership.

One very successful way we have publicly promoted model railroading and the IVD in particular is

Continued on Page 3

IMPORTANT NOTICE TO **ALL MEMBERS AND** **PARTICIPANTS**

MASK MANDATE FOR INDOOR MEETINGS?

The Illinois Valley Division will follow the instructions on mask use requirements 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

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

To Be
Appointed



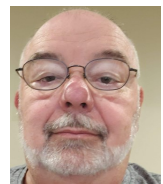
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DISTRICT 5 - Adams, Brown, Cass, Logan, Mason, **McDonough, Menard, Morgan, Pike, Sangamon,** **Schuyler & Scott Co. (2025)**

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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 2024 IVD Meetings

Membership Meetings:

Meetings are held on the third Saturday of January, March, May, September and November at a branch of the Peoria Public Library, Peoria. Lately the meetings have been held in the conference room in the second lower level at the downtown main library. Meetings begin at 1:00 pm unless otherwise announced (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.

May Division Meeting

The May meeting of the Illinois Valley Division will be held May 18, 2024 at the Peoria Public Library, Main Branch Conference Room (Downtown), 2nd Lower Level, 107 NE Monroe Street, Peoria. Off street parking is available north-east of the library and entry is handicapped accessible. There is no need to “feed” the parking meets on Saturday.

Contests: (1) freight cars, and (2) Dioramas off line and on line.

Two clinics will be presented.

Board of Directors Meetings:

The next Board of Directors Meeting, will be Monday June 17, 2024, 6:00 pm by Zoom. .

2024 POPULAR VOTE CONTEST SCHEDULE

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

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

November: (1) Steam Locomotives, (2) Traction - Locomotives and Cars

An Apology

This issue of the Timetable has been delayed by a computer problems for the editor. Hopefully, this has not become a problem in your scheduling of attend the division meeting.

continuing commitment and efforts in setting up and operating our portable layout at local train shows and other community events. As far as I know we are the only active model railroad group that allows the public to get their hands on the throttle and run a model train. At the Springfield Train show in March we had a constant flow of kids for 8 hours wanting to run the trains, enough to completely run down three 9 volt batteries! If it wasn't the best turnout we ever had it was certainly one of the best! Kids LOVE running our trains and they are our future, both in the hobby and in the country. We need to continue doing this.

Finally, to run the Division and to keep the portable layout maintained and available for showing, we need volunteers. This is a continuing problem for us. So in closing, and to lighten things up a bit, here are a few reasons to volunteer from an article I wrote for the Timetable a few years ago:

- 1) You get to work with like-minded, motivated, positive people. The way someone chooses to spend their spare time is a true reflection of their values and priorities.
- 2) Volunteering sets a good example for others. Lots of people talk the talk but few actually walk the walk.
- 3) Volunteering is personally satisfying and by doing so you will inspire others to get involved.
- 4) Doing good is important. Volunteering presents a proactive way of doing something to help the organization be more innovative and grow through new ideas and new approaches. Even small gestures make a difference.
- 5) Volunteering your skills as a clinic presenter, for instance, helps others learn new skills. Often times, a word of encouragement or just a simple trick you have learned can provide the spark that is needed to get another modeler over the hump and onto the next problem.
- 6) Everyone leaves behind footprints in the sands of time, but the footprints of volunteers are engraved in stone for future generations to follow.
- 7) In an age where it seems like more and more people do everything they can to BE different, volunteers quietly do everything they can to MAKE a difference.

And if that's too serious for you, how about these reasons for volunteering:

- 1) When you stay home you have to put up with all those telemarketing calls
- 2) Your family could use a break from you.
- 3) You might need help yourself some day
- 4) Winning at solitaire is hard
- 5) You get to avoid the Soap Operas and Reality Shows
- 6) In health-conscious times, the car needs a workout too.

- 7) Your mom would be proud of you.
- 8) Who cares about money anyway?.....

Gary Baker
Superintendent

NMRA 2024 NATIONAL CONVENTION August 4-11, 2024



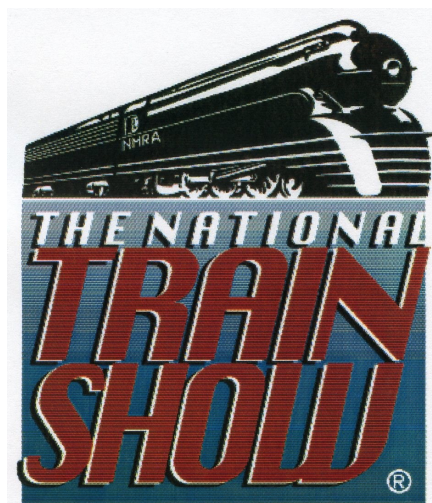
Location: Long Beach California

**The Westin Long Beach
333 East Ocean Blvd
Long Beach, California USA**

For More Information:

Convention Website:

<https://surgliner2024.org/>



**At the Site of the NMRAQ 2024
Convention**

**Friday, August 9, 1:00 pm through
Sunday August 11, 2024, 4:00 pm.**

Website: www.nationaltrainshow.org

THE AGW UPDATE

by Roger Kujawa

Hi everyone. Minton asked me to write some articles for the IVD and I thought I might show a couple quick projects I've been working on.

I recently went to waybills and car card opera-



tion after considering a couple different car movement options. The basic operation requires a card for the car with basic info. The ones I bought from Micro Martk have a fold up pocket that hold the waybill that tells you where the car goes.

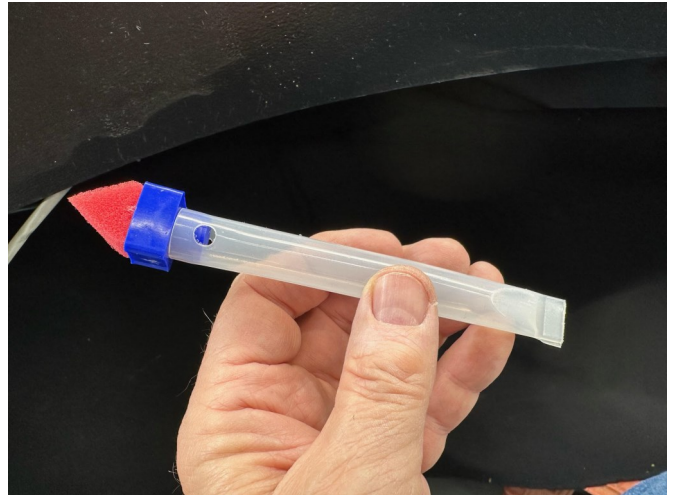
This system requires boxes for the cars. There is a set out box for cars going to the industry, a hold box for cars being loaded or unloaded and a pick up box for cars ready to go.

I added the boxes which do stick out into the aisle so I added rubber baby buggy bumpers to the



corners so if you bump it you don't snag your arm. I also picked up some stamp lickens from Amazon to hold the picks for uncoupling the cars around the layout. The next item I picked up was a corner molding for paneling which holds the cards while you are doing switching. With these strips you don't have to juggle car cards and a throttle while working an in-

dustry. I hope these items will keep the items off the scenery.



The other item I added to the layout was a reverse loop used to speed up staging Amtrak and unit trains between run sessions. I run DCC and there is a



modular that makes reverse loops automatic.

If you get a chance you can see more of my layout on YouTube. Search for Atlantic and Great Western.

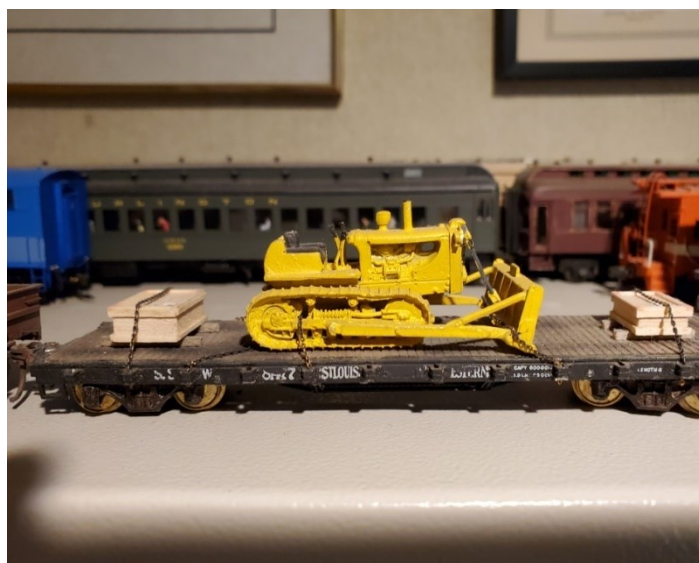
Take Care!
Roger

Building Vehicle Kits

by Larry Nelson



They say that a layout is never 100% done. I believe that to be pretty much the case. I'm going on seventy nine years old and have been a model rail-roader since childhood. I've built many layouts or been part of many layouts during the last seventy years, and none of them were 100% finished. It seems that you can always add a little more detail. I make billboards and picnic tables for my friend's layouts. No one has ever said that they just don't have room for a picnic table on their layout! Vehicles are the same way. It seems that there is always room for another car or truck or tractor.



Over the years I have purchased several vehicle kits. Most of those kits have gone unbuilt due to more urgent projects such as bench work, track laying, electrical work, building structures and rolling stock. The list goes on and on. Occasionally I have seen the need to finish a scene and have built the odd vehicle here and there. Those completed scenes always draw

more viewers than the uncompleted scenes. A flatcar without a load is not very interesting. However, if you put a load on it, such as a tractor or a dozer, it becomes much more interesting. Much like a painting in a fine art gallery, the great paintings direct your eye to a point of interest. Those paintings force your eye to that point of interest without you even being aware of what the artist is doing to you. A good painting will allow your eye to look around but will always draw you back to the point of interest. A poor painting will allow your eye to wander off of the canvas and on to something else. A Hyster on a loading dock or a dozer on a flatcar will grab your eye just like a point of interest in a good painting. An empty loading dock creates no real interest. Add a few crates and it begins to be interesting. Add a forklift and driver and it really



begins to draw your attention. Add a truck at a



loading dock and that industry has suddenly got a purpose. It is there to pick up something delivered to that warehouse by your railroad. Vehicles come in all sizes and shapes. Cushman scooters are a neat little vehicle to add running around an industry or a railyard. A Fairmont Scooter will add a point of interest to a rail scene. Having these types of kits on hand can make

your imagination grow as to at. I recently built a couple.

Your imagination grow as to what scenes you can develop next. Most of these kits are in the ten dollar range, a little more or a little less. Bargains can be found at a train show or on line. Some of the new 3D printed kits can be worth looking at. I recently built a couple lawn tractors and painted them to look like Cub Cadets. They are now for sale at my new hardware store yard equipment lot. Good point of interest. I also placed a prospective buyer and a salesman looking them over.



I have convinced my wife that having a few extra kits around actually saves time and money since I don't have to make a trip to the hobby shop when I need a new project. Well, maybe I have just convinced myself! When I see a bargain at a train show, I grab it because you never know when you might need it.

I need to move on to the subject of this article, building vehicle kits. There are basically three different types of kits. The three most common types of kits include resin, metal, and plastic. New comers include



3D printed and laser cut kits and they are getting very good results. In this article I am going to concentrate on metal die cast kits. These kits consist of a few parts that need to be cleaned up and glued together. Cleaning up is accomplished by two main steps, both of which are important. The first step is the removal of the flash left behind from the molding process. All pieces have a sprue attached to it. Sprues leave a spot that needs to be cleaned up where the molten metal flows to fill the die. Sometimes the sprue will still be attached to the piece you need. Remove it and then sand or file away the spot where it was attached to the piece you need. Each piece needs to be carefully inspected for mold marks and flash. The cleanup process involves carefully filing or sanding off the mold marks and flash. If you are careful and do a good job here, it will greatly improve the appearance of the finished model. Poor workmanship will show right thru your paint job and by then it is too late to correct! I make sanding sticks of various widths by gluing sandpaper to popsicle sticks. I use 200 grit and 400 grit sandpaper. These leave a nice smooth surface ready to paint. The next step is to test fit each part. **DO NOT ASSUME THAT THEY WILL FIT PROPERLY!** Ask me how I know. I recently built a couple Caterpillar type tractors. I got in a hurry on the first one and failed to check the fit. Big Mistake! The tracks didn't sit parallel with the body. Not even close! It looked like a bowlegged cowboy! The part needed to be filed in order to run parallel with the body. Luckily the glue had not fully cured, and I was able to get the pieces apart. I cleaned the old glue off and filed the part to fit correctly and then reattached it to the body. (That is one reason I prefer a slower setting glue.)



The type of glue that you use is your preference. Attaching metal to metal is generally done using solder, CA (Super Glue), contact cement, or epoxy. I have used all of the above and tend to have my favorites depending on the job at hand. I tend to prefer Five Minute Epoxy. I prefer a slower setting time and the overall strength of epoxy. A slower setting time allows

for final adjustments and alignment. Epoxy when cured, is very strong and holds up very well to handling. Nothing is more frustrating than having a part fall off while you are painting it or when someone picks it up for a closer look. Enough said on that subject.

The last step before painting is to wash the model in warm soapy water. Dish washing soap does a great job of removing residue from mold making, and oils from glues, and finger prints from handling. I have been using Rust-oleum 2X light gray primer for a base coat. The primer keeps the paint from chipping off later on when it is handled. I pick an appropriate gloss color from the 2X line of paints. Shake the can twice as long as you think you need to before spraying. A little extra shaking can go a long way toward a more even smoother finish. Several light coats is far better than one or two heavy coats. After the color coat has dried for at least 24 hours, you can use oil paints or acrylic paints for shadow lines and other weathering effects. Pastel chalks can also be used at this time. Don't forget to put a driver in the seat! Show me what you have been building.

MR FUTURE

by Roger Kujawa

I have heard that 60% of the model railroad stuff bought just ends up on a shelf unmodeled. At the last Peoria Swap Mike and I wondered who was buying all this stuff and what were they doing with it. Are there that many layouts out there or was all this equipment getting stashed in closets?

How many of you are working on a layout or friends layout? I did not see a lot of NMRA members at the Peoria swap. It got me wondering what everyone is doing for social interaction?

We are lucky to have hobby shops in our division in Springfield, McLean, Geneseo and some nearby in Davenport and Joliet.

The hobby shop on Friday night or Saturday morning used to be the place to see old friends and meet a new one.

There are also clubs in Alexis, Pekin, Quincy, Gladstone, Springfield and the Quad Cities.

There s a FreeMo meet coming up in McLean sponsored by the McLean Depot hobby shop.

Back to all that stuff in your basement, garage or hidden in the trunk. The time is now. Start a layout, join a club, go to the FreeMo meet. I have friends who had layouts' in dorm rooms so don't say you have no room.

Waiting to retire to build the layout? Some people never make it to retirement. The time is now!

No time to buid a layout? Take stock in what you spend time on. You are not making progress while watching Wheel of Fortune or three to four hours on TV sports? Listen to the radio while you work on the layout. [*Even spending just one half hour a day on the trains and/or a layout will accomplish much over time. -editor*] Get those trains out of the boxes and enjoy them. We are not saving them for the estate sale.

Procrastinating over a plan? It can be changed. I've torn up hunks of my layout over the years. I've rebuilt yard leads that didn't work right. My friend Alan has changed railroads and locales a couple times since he moved here. He has adapted his layout with minor track changes, new buildings and new rolling stock.

No space for a layout? I call that BS. I have seen layouts in a suitcase and guitar cases. I have seen fold up layouts in dorm rooms. Can't nail two pieces of wood together? You can purchase ready made modules.

The time is now. Get that layout started..

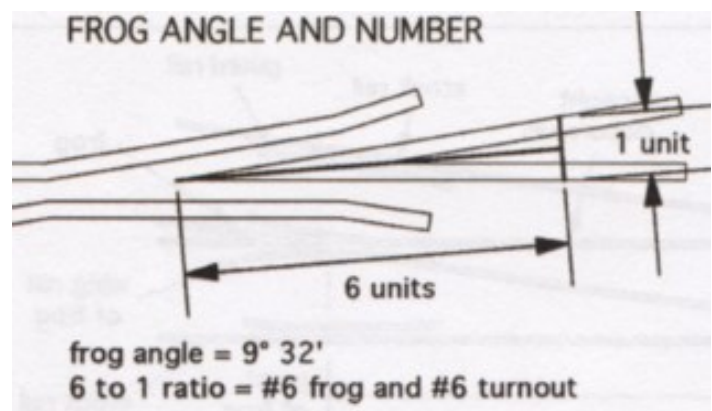
UNDERSTANDING SWITCH FROG NUMBERS

by Minton Dings, MMR

Switch/turnout sizes for both model and prototype railroads is figured in the same manner. The smaller the number the sharper the turn. The length of the switch is measured by the size of the frog where the normal rail point meets the reverse rail point. In railroad terminology, normal is generally the straight route and reverse is the converging route.

The illustration below shows the proportions for a #6 frog. The formula is fairly simple. The length from the point to a determined spot beyond the point divided by the measurement between the inside of both the normal rail and the reverse rail is the size.

The longest switches in railroading is a #20.



TO HELIX or NOT TO HELIX

By Minton Dings, MMR®

In the previous version of the Green River Branch of the Illinois Central RR, I constructed it to be a double deck model railroad. It was built in a small space, barely 8' by 14' and large enough for only two people to be operators. In order to have two levels, there had to be a partial helix to gain elevation in the tight space of it's around the walls design.

The latest version of the Green River Branch is built in a 13.5' by 26' area, slightly more than 2.5 times the available square footage. This version of the GRB is a three-level extended version of the above model. With this space I had second thoughts about using a helix.

The following are my thoughts about the whys and why nots of the use of a helix. This is not a tutorial on how to build helixes. I might try that another day. But I will give information on where to go to find instructions on building a helix if you would so choose.

What is a Helix and a Nolix?

Although I am certain that most of us know what a helix is in model railroad terms, I want to be certain that readers and I are understanding the same concept of what is being presented.

A helix is a structure in which track is mounted in an ascending (or descending) circular pattern, stacked to gain height to facilitate continuous operation between levels of a model railroad.

A new term to me is "nolix." A nolix is the presence of track which ascends or descends between levels of a model railroad without the aid of a helix. The best example of a nolix I know is my Green River Branch, ICRR. It has three levels, each separated by 12 inches in height. Each level is connected by a long ascending/descending track without the aid of a helix. The levels 1 to 2 and 2 to 3 ascending/descending track are about 33 feet, 6 inches long, or about 3% average rise.

The thought of a helix was never a part of the track plan, since the branchline represents the climbing track through a steep narrow valley to a mine at the end of the track. The 13 and a half by 26-foot modeled area made the nolix possible.

Why Have a Helix

A multi layered layout without the possibility of a long climbing track is a prime candidate for a helix. My suggestion is that a helix needs to be built with a 27" minimum radius track curvature. That requires a 5-foot by 5-foot (HO) diameter circle of road-bed and track within or beside the layout.

My helix experience with a 24" radius track in my previous layout proved the curvature to be too tight. Trains had to be very short. Longer trains with eight or more cars on a 3% track proved to be too much for a single engine to pull. Additional power on the head end in the helix would from time to time cause a "string line" derailment. I did not have room for a 5x5 foot helix in my 8x14 foot layout room.

For the modeler who wants more distance for running trains and operational opportunities, a helix may provide benefits in flexibility in design. An interesting design for a helix I have seen is a helix open to the outside. It began as a wide circle of track at the bottom with ever closer curvature to the top. The helix had rocky hillside scenery.

When a Helix is not Feasible

There are other opportunities for a multi-level model railroad when a helix is not practical. The railroad can be designed with two non-connected levels, each operated separately. There are designs for shelf railroads which use a track/train elevator at one or both ends of the shelf. This design could be adapted to any configuration of a railroad.

A modeler with a small layout probably should put their efforts into development and detailing of their single level railroad.

Drawbacks of a Helix

When considering building a helix, there are several considerations which should be made. First is the space consumed as discussed above, whether it be on the layout or the designated space allowed in the layout room. Another is the cost of construction materials and track and the time needed to construct the helix. A small layout may have more track distance within the helix than on either level of the layout.

Access to the center is necessary unless the helix is open to the outside. A center entry helix can be an issue to those who are handicapped or in their later years who have less flexibility and are less able to crawl under the layout to enter the helix for maintenance or rerailing a derailed train.

For those anticipating having operating sessions with an enclosed helix, there needs to be the expectation that operators will be concerned about their train because it takes a considerable amount of time for a train to ascend or descend the grade of the helix.

Locomotives operating in a helix need to be powerful enough to handle the desired size train, probably equipped with an axle with traction tires. Wherein a locomotive with insufficient power will stall ascending a helix, the same locomotive will become a runaway if it does not have enough weight and traction to control the decent. On the nolix ascending/descending tracks of the Green River Branch, I double head eleven car trains of loaded coal hoppers with GP7s or GP9s to provide the necessary traction. Imagine an uncontrolled decent within an enclosed helix.

Some final Thoughts

Helixes are here to stay for those with a layout without the necessary distances available to climb at an acceptable rate of ascent/decent, 3% or lesser grade and space available to build such a layout. Some modelers may choose to use that climbing distance for more level trackage. To Quote Nicholas Kalis in the Aril 2004 Layout Design Special Interest Group (LDSIG), "Simply stated, try a helix if you have a mind to but be aware of their sizable drawbacks and you will be more likely to have a satisfactory experience with your helix."

Some References:

Designing & Building Multi-Deck Railroads, By Tony Koester, Kalmbach Publishers, Chapter 4, Pages 38-45

Construct a Simple and Reliable Helix, Jeff Johnson, Model Railroader Magazine, April 2008

Octagonal Helixes, Michael Brochears and Roger Kujawa, Railroad Model Craftsman, December 2008

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

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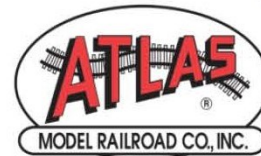
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WED – SAT / 12 NOON TO 6 PM

SUNDAY / 12 NOON TO 5 PM



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MAILED TIMETABLE SUBSCRIPTONS DUE

**Mail to Minton Dings, 15548 SR 78,
Havana, Illinois 62644-6803**

UPCOMING OPPORTUNITIES FOR MODEL RAILRODERS

Great Midwest Train Show, Sunday, June 2, 2024, DuPage County Fair Grounds, 2015 Manchester Road, Wheaton, Illinois. The show is scheduled for the first Sunday of each month of 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.

2024 Galesburg Train Show, Saturday, June 29, 2024, 10:00am to 4:00pm and Sunday, June 30, 2024, 10:00am to 2:00pm, Knox College, T. Fleming Fieldhouse, 199 East Knox Street, Galesburg, Illinois. Admission \$5.00, children under 12 free. No parking and handicapped information provided.

2024 St. Louis Railroad Prototype Modelers Meet, Collinsville, Illinois, July 19 and 20, Gateway Gateway Drive, Collinsville, Illinois. Admission: \$35.00 for Friday and Saturday, \$25.00 for Saturday only. Cash only. **This is a revised date.**

Central Indiana Division, NMRA, Franklin Train Show, Saturday and Sunday, August 3 and 4, Saturday 10am to 4pm, Sunday 10am to 3pm, Johnson County Fairgrounds, 250 Fairground, Franklin, Indiana. Admission: \$7.00 per adult, Children under 16 free with parents. \$5.00 for NMRA members with membership card.

Cross County Mall Train Show, September 14 and 15, 700 Broadway Avenue East, Mattoon, Illinois, Saturday 10am to 6pm, Sunday 11am to 4pm. Admission: \$1.00 ages 7 and up.

Pacific Eagles Train Show, Saturday September 28, 2024, 10am to 3pm, 707 West Congress Street, Pacific, Missouri. Admission: \$4.00, children under 12 are free. No parking or disabled accessibility information.

The 33rd Annual Greater St. Louis Metro Train Show, NEW DATES & NEW PLACE, Saturday & Sunday, October 5 & 6, 2024, Saturday 10:00am to 4:00pm and Sunday 10:00am to 3:00pm at Meramec Community College Gym, Geyer Road & Big Bend, Kirkwood, Missouri. Admission is \$10:00, children 12 and under are free.

6th Annual Sherman Scale Train Show, Sunday, October 20, 2024, 10:00am to 3:00pm, Sherman Athletic Club, 300 South First Street, Sherman, Illinois. Scale Trains only. Admission: \$5.00 (\$10:00 early bird at 9:00am), Children under 10 free. Free parking and handicapped accessible.

Model Train Fair & Farm Toy Show, Saturday, No-

vember 16, 2024, 9:00am to 2:00pm, Bureau County Fairgrounds, Rt.6 West, 811 West Peru Street, Princeton, Illinois. Admission \$5, children 10 and under are free. No parking or handicapped information provided.

The Dupo Train Show, Saturday, November 16, 2024, 9:30am to 2pm, American Legion, 200 South 5th Street, Dupo, Illinois. Admission: \$3.00, Children 12 and under free.

Peoria and Pekin Train Fair, Sunday, November 17 2024, 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.

Trainfest, Saturday and Sunday, November 23 and 24, 2024, Wisconsin State Fairgrounds, Exposition Center, 8200 West Greenfield Ave., West Allis, Wisconsin. Admission: Saturday \$20, Sunday \$15, Two day \$25, Children— Saturday \$10, Sunday \$5, two day \$15. Tickets can be purchased on-line to avoid waiting in the ticket line on site. There is a parking fee. Handicapped accessible.

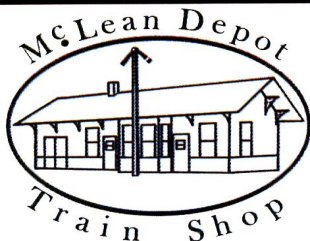
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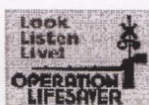
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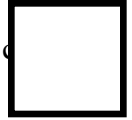


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