



THE TIMETABLE

THE OFFICIAL NEWSLETTER OF THE
ILLINOIS VALLEY DIVISION

NATIONAL MODEL RAILROAD ASSOCIATION



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WEBSITE: nmra-ivd.org

FROM THE SUPERINTENDENT

The First Notch – part 2

After five months as Superintendent I had hoped to be at notch two by now but I'm finding that the old adage "be careful what you ask for because you might get it" is proving to be pretty accurate when taking on the Superintendent position. I've made some mistakes and ask the board and members for their continued patience as I learn the ropes.

But we've had successes too. At the Galesburg Railroad days our portable layout was a big hit again and thanks to the generosity of a Washington, Illinois couple who donated their layout to the IVD, the track, buildings, and rolling stock were re-used to put together two fully operating starter layouts that were raffled off for free at RR Days and I'm happy to announce that with permission from their parents, we were able to put the winners' pictures on the website. Check it out on the IVD Photos tab of the website home page.

This year the IVD is celebrating its 60th anniversary and in recognition of the occasion it was decided to hold the Fall meet in Utica where it all started. Thanks to Ed Brown and Dave Hawkey for putting it all together. Along these lines, the meet date was changed from September 21st to the 28th as a result of the Burlington Road Historical Society's three day event in Mendota from the 19th-21st, just 19 miles away. I felt it would siphon some members away from the Utica meet at a time when we are struggling for attendance. Hopefully the one week delay will pay off in improved attendance.

Regarding the topic of membership, the Trainmasters have been working hard to get members whose renewals are pending to do so and they are having success. Better communications to encourage members to participate in meets, operating sessions, and portable layout functions is a key part of our initiative to get them involved and recruit their help in encouraging friends and acquaintances to become new members.

The August pot luck picnic at Peck Park was well attended with 19 members and significant others enjoying a beautiful day of fellowship, eating great food from Smokin' Willie's Barbeque in Galesburg, and indulging in our passion for trains as they rolled by the park. Thanks again to Jim Tatum for starting this tradition.

Due to the many members of the IVD who donated their time and effort during the summer, repairs were made to the trailer itself, layout scenery was freshened up, and modifications were made to the individual layout modules to improve electrical reliability and streamline the process of setting the layout up and tearing it down. A special thanks goes out to Russ Smith, trainmaster of District 1 for redesigning two unused modules that will add some variety to future setups. Because of the work of all these dedicated volunteers, the trailer and portable layout are now better than ever.

Finally, the Fall Spoon River Drive will be October 5th, 6th, 12th, and 13th this year. As usual we will be setting up and operating our portable layout at the Lewistown narrow gauge depot. Be on the lookout for an email blast for volunteers to help set it up, operate it, and take it down.

Until next time

Gary Baker
Superintendent

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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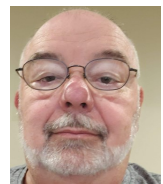
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Year listed with title indicates the end of present term.

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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.

CHANGE OF LOCATION **September Division Meeting**

The September meeting of the Illinois Valley Division will be held September 28, 2024 at Utica Township Building, 200 Mill Street, North Utica, Illinois. As Usual, the doors will open at 1200 noon with meeting from 1:00 pm to 4:00 pm.

Two clinics will be presented, (1) Russ Smith "How to Build a Layout and (2) Thomas Ose "Building and Powering a Gate Crossing."

Contests: (1) Hand Laid Track, and (2) Buildings online (includes some evidence of track).

Board of Directors Meetings:

The next Board of Directors Meeting, will be Monday October 21, 2024, 6:30 pm by Zoom.. Members who wish to attend the meeting must have Zoom programming in their computer. Contact Gary Baker, superintendent for a download address.

2024-2025 POPULAR VOTE CONTEST SCHEDULE

September:

(1) Hand Laid Track, (2) Buildings—On Line (which includes track)

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

January: (1) Scratchbuilt Locomotives and Cars and (2) Kitbashed Locomotives and Cars

March: (1) Diesel Locomotives and (2) Photos of Models

May: (1) Buildings Off Line—no rail access and (2) Rail Cars, Vehicles and Equipment

September: (1) Photos of Layouts and Specialty Rail road Cars-Non MofW

An E-mail to the Editor:

THE TIME IS NOW

MR Future

by Roger Kujawa

Wow. I have heard that 60% of the model railroad stuff bought just ends up on a shelf, unopened. 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 it all this equipment getting stashed in closets?

How many of you are working on a 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 nearby ones in Davenport and Joliet. The hobby shop on Friday night or Saturday morning used to be the place to see old friends and maybe meet a new one.

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

There is 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. . . Start a layout, join a club, go to the FreeMo meet. The time is now. I have friends who had layouts in dorm rooms, so don't say there is no room. Waiting to retire to build a layout? Some people never make it to retirement. The time is now.

No time to build 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. 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 did not work right. My friend Alan has changed railroads and locals a couple of times since he moved here. He has adapted the 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.

Sincerely
Roger Kujawa

An Upcoming Event:

IVD LAYOUT TO BE SHOWN AT SPOON RIVER DRIVE

Again this year the Illinois Valley Division will display our portable layout for the public to operate at the Narrow Gauge Depot in Lewistown, Illinois. The dates of the "drive" are October 5 and 6 and 12 and 13.

Members are needed to set up the layout on Saturday the 5th at 8 am.

Members are needed to supervise the oper-



Narrow Gauge Depot & Museum, 221 North Jefferson, IL

ation of the layout by visitors on all four days. A crew will be needed for the dismantling of the layout at about 3 pm on the 13th. The layout will be operated from 9 am to 4 pm each day.

Volunteers are



Double Track Mainline and

Yard

needed, even if they can give a single morning, an afternoon or just a few hours. Those who volunteer will receive credits toward their volunteer certificate.



I hope their KFC is still open



A Tunnel in memory of Marion Brasher

A crew spent three Saturdays in July revitalizing the modules and two additional, formerly unused modules, have been prepared for inclusion in the full setup of the layout.

Craftsman?

by Larry Nelson

I have often wondered just what a craftsman is. How can I become a craftsman? I have been haunted by the thought that I might never become a craftsman no matter how hard I try. What are the things that I need to accomplish in order to be a craftsman? Do I need to go back to school? Did I miss something along the way that would make me a craftsman? Am I getting too old to even try to become a craftsman? Why didn't God bless me with the skill I need to be a craftsman?

I sometimes get stopped by the simplest thing. Well it should be simple! Sometimes I walk away from a project and come back the next day. A lot of times that helps. A true craftsman would have easily completed the task and moved on to the next task. Right? Maybe I'm just not smart enough. Maybe I need more practice. Maybe I need more experience. Wait a minute; I've been building things my entire life. I've got over seventy years of experience building things. How long is it going to take to become a craftsman?

In my travels I have made many friends who share the same interests as I do. Model railroading is a great door opener where friendships have developed. I've met and become friends with modelers of all different skill levels. Many have skills in areas where I seem to have none or at best very little. Model railroading has so many varied areas of expertise that it can seem like a mountain that can never be climbed. Yet, I continue to meet modelers who appear to have reached the summit. Do they consider themselves to be a craftsman? Do they have doubts like me? I talk to those great modelers and many times they talk about how they wish that they had done something different or of better quality. They point out mistakes that they have made along the way to that perfect railway. They say that if they had it to do over that they would have done it differently. Many of them tear out a completed layout and start over. That seems like a crying shame to an outsider; however it opens up a whole new adventure for a true modeler. Like the ad for Fast Tracks says "YOU DON'T HAVE TO BUILD IT..... YOU GET TO BUILD IT."

This brings me back to the original question, Am I a craftsman? I have come to the conclusion that the answer is not so simple. If I judge myself in comparison to the best modelers, then I fall way short. Just how should I judge myself? Judging myself can be a major mistake. Maybe I've set the bar too high or too low. A high jumper starts with the bar at a lower height and works on his or her technique. As they gradually improve they start raising the bar. With

more experience and hard work they will reach for the higher levels. Some will say that it is too hard and won't even try. Excuses abound and some are probably valid, however, most are just excuses. I worked on a construction project at The School for the Blind in Jacksonville, Illinois. While I was there, (two and a half years), I formed friendships with several students. One of the students washed my truck every Friday morning. He also washed the vehicles of most teachers and the schools cars, trucks, and buses. I asked Nick what he was going to do with all of the money he was making. His answer was an eye opener (no pun intended) for me. He said that he needed the money for his trip to Japan. Nick was a wrestler. His talent as a wrestler had taken him to many countries around the world. He didn't think of himself as being handicapped, Nick was definitely a craftsman. I was looking at the record board for the schools track team. One record really stood out to me. That was the girl's high jump record. The reason that it stood out to me was because my daughter was a high jumper in high school. She set the school record in high jump and finished in the top three at state. The blind girl's record was exactly the same as my daughters. She didn't let the fact that she was blind be an excuse for not achieving her best. She was definitely a craftsman! One of the first things that were taught at that school was that blindness was not an excuse. Most of our excuses are invalid and can be overcome by simply putting them aside and digging in.

The road to becoming a craftsman involves many different challenges. First and probably most important is the desire to learn and excel at a given subject. The following are just steps along the way. Learn as much as you can about the subject. Read books, watch other craftsmen at work through clinics or videos, talk to people with common interest, steal other people's ideas and techniques. Don't be afraid to try a new method. It might be better than your old way. (I have found that there are several different ways to skin a cat.) You may find that you like the new method better than the way that you have always done it. You may find that you like several different methods, each one giving slightly different results. DON'T BE AFRAID TO START OVER IF YOU SCREWED SOMETHING UP! If you let something slide, chances are no one will notice but it will bother you every time you look at it.

Quality tools and materials make the difference between a good job and a great job. One really good pair of tweezers is better than a bucket full of junk tweezers. A sharp knife with plenty of replacement blades results in quality work. If it's not sharp, either sharpen it or throw it away. Quality hand tools are the mark of a craftsman. Build jigs when needed to

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Craftsman? From page 4

make work uniform. Use weights to hold things square or flat while drying. Use clamps of different sizes and strengths. (You can never have too many weights or clamps.) Learn and use the proper glue for a job. (I tend to shy away from things that are advertised as magic or super.) Don't get carried away with fancy power tools. At best they are of limited use and many of them are totally useless. (I will probably catch some flack about that statement.) One exception to that is a good Dremel tool and associated drill press. Don't buy expensive tools if you can make one yourself. In Japan the traditional craftsmen have to make their own tools before they are considered an artisan. Respect your tools and care for them. Be careful who you let use them. It is better that they should ruin their own tools than yours. I know from experience! I've had tools returned broken several times. They said "Your tool broke." Then they hand it back to me as if it was my fault and I should fix it! I never once heard them say "I broke your tool, and I will buy you a new one." You don't change the tire on your Volkswagen with a pair of needle nose pliers! Use quality materials for all projects, it just makes good common sense.

I have come to the conclusion that being a craftsman isn't an impossible destination. It is a journey that is well worth the trip. When you make the effort to be the best that you can be every step of the way, then you are a craftsman. Show me what you are making.

Right: To keep from fogging the windows, I cut small squares of tape and fit them into the window frames. I cut them on a small piece of glass.



Right: The pieces do not have to be exact. I usually use a few to fill the window frame.



Right: After the clear coat and weathering process, the tape pops out with some tweezers.



PROTECT YOUR MODEL WINDOWS

Atlantic and Great Western Railway

by Roger Kujawa

I just finished these AGW MP15's. One of the last things I do is clear coat my locos with a semi gloss finish and then light weathering. This is after the unit is reassembled.

I find this clear coat seals the paint and decals after any touchup. Unfortunately, the windows have to be installed before final assembly.



**Atlantic Great Western MP14
#711**



Finished Model

You can see more of my Atlantic and Great Western at:

You Tube: <https://youtube.com/@AGWPresident?si=ZClbd2Gg5h>

Facebook: www.facebook.com/profile.php?id=100058297072689&mibextid=LQQJ4d

THE ASH PIT

by Minton Dings, MMR®

In Search of a Bridge



When I was completing projects for the certificate for structures toward my Master Model Railroad design, I needed a bridge. The Green River Branch already had all of its bridges built. Not wanting to tear one down one only to rebuild it, I was searching for an idea for a bridge. During one of my visits with Marion Brasher (my mentor) at his shop, the Valley Roundhouse, he asked if I had an ash pit. No, I did not. He suggested I build an ash pit because it would qualify as a bridge.

Why an Ash Pit

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

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

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

The means of emptying the pit was varied.

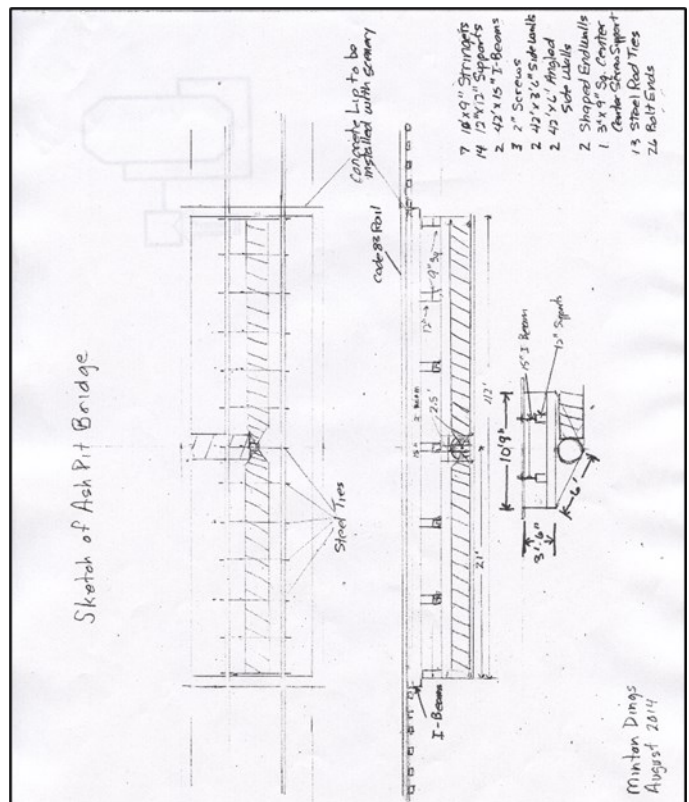
Because early twentieth century labor was inexpensive, many ash pits were emptied by laborers shoveling the ash into a hopper or gondola for transportation to another site. In more modern times, the removal of the cooled ash was mechanical. Many railroads used the ash as ballast in yards and sidings.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

The Ash Pit At Central City

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

Building the Ash Pit

In reviewing pictures of ash pits, I found they were built in many lengths and configurations. In my search for an ash pit kit, I found the styrene Cinder Conveyor & Ash Pit kit from Walther's Cornerstone Collection, # 933-3181 for \$31.98. On receiving the kit, the ash pit was found to be a small boxlike structure. I was satisfied with the cinder conveyor but needed to build a pit (bridge) which was larger with track supported by a steel and concrete structure as seen in pictures I had viewed. So, I decided to

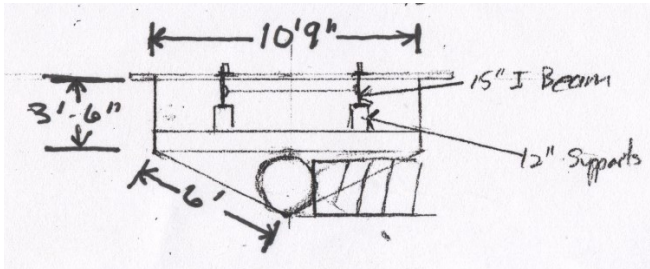


scratchbuild the ash pit.

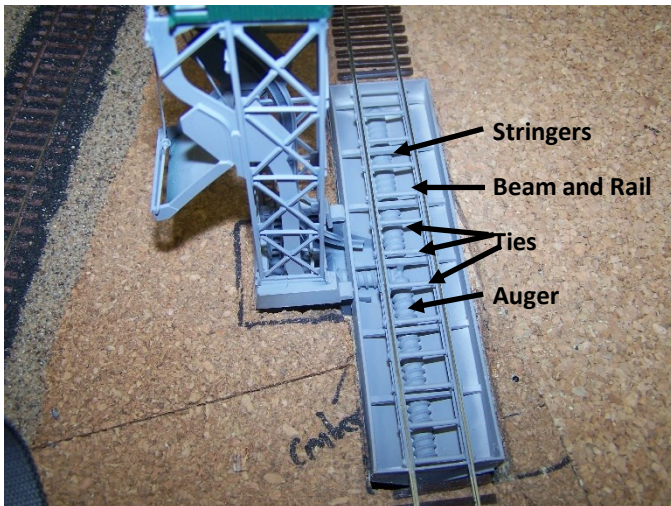
Although my favorite medium for scratch building is wood, I decided that styrene would represent steel and concrete more efficiently than wood. Using styrene was a new experience.

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

Cut the end walls as shown in the diagram below. Glue the walls and angled walls to the end walls. Be sure the corners are square.



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



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

There are eleven steel rod ties to hold the two I-beams at proper distance for standard gauge code 83 rail. The steel ties were sized to fit between

the two I-beams. A bit of fitting was needed to get the distance correct.

A 3' length of code 83 track was used to top the I-beams. Track ties were removed from the track that spanned the 42' length of the pit. The track was glued to the top of the I-beams with super glue which would have most likely been heavily spot welded in the prototype. Soldering was not an option in this case. The length of track should extend over the ends of the pit to facilitate a smooth transition from the road bed/ground onto the pit.

An appropriate sized hole has to be cut into the mounting surface normally roadbed or table top. When the pit is lowered into the hole, it will be supported by the track. The pit and track were spot glued in place to ensure the integrity of the structure in case it would need to be moved in the future.

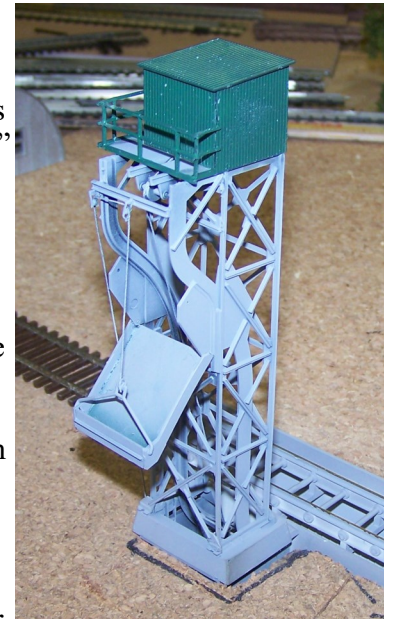
The lift tower portion of the ash pit was assembled. It was not part of the "bridge" requirement to be judged. Therefore the simple plastic Walther's Kit worked well for this ash pit.

A pit which be manually cleaned would not need a tower but a flat bottom pit since labors would shovel the ashes into hopper or gondola on parallel track.

Connect power to the track and the ash pit will have steam locomotives dumping their ashes at the end of their day's labors.

A Note about Authenticity:

I did not find an ash pit to use as an example for the building of this structure. I found mostly distant images of mechanical ash pits or manual pits. Therefore I felt that a detailed drawing, found on the first page of this article, was necessary beyond a sketch. I regret that it isn't showing very clearly in this article. My authenticity came from my sketch and it was accepted.



A SHORT STORY

by Larry Nelson

As a young man growing up and learning the joys and adventures thru reading, I soon discovered the short story. Short stories were quick to read and usually written in such a way that they were easy to read. They were much more enjoyable than books written by some academic using words that I had never heard of before. They were easy to understand and quick to get the story told. I guess that is why I liked them so much.

This is a different kind of short story. This is a story about something many of us have had to deal with as model railroaders. This is a story about the frustrations involved in tracking down the cause of a short in a model railroad. How many of you have been there?

I started building a switching railroad in my basement during the first year of Covid 19. I needed something to keep me from going stir crazy while we waited for the doctors and scientists to develop a vaccine or a cure for the Covid 19 pandemic. I love to build things so there was plenty to keep me busy. I decided that I would scratch build and hand lay the track. I enjoy building turnouts, “Y”s, crossovers, etc. I also built a jig for building straight and curved sections of track. I purposely planned this layout as a point to point layout so that you can’t run a train endlessly around in circles. Now that I am almost a grownup, I want a layout that has a bit more of a challenge to it! I found a wonderful free program on the internet for track planning called “Any Rail 6”. This program allows you to insert 50 pieces of track, turnouts, crossovers, “Y”s, etc. in the free version. You can purchase the unlimited version for a very reasonable price. I suggest that even if you don’t need the full version, go ahead and purchase it to show your appreciation of a very fine product supporting our hobby. I may cover all of the attributes of Any Rail 6 in a future news letter.

Getting back to my short story, I built my layout on a framework of 1”x 4”s topped with a layer of ½” plywood and 1” layer of pink ridged foam board. Using the plan that I had developed in Any Rail 6, I proceeded to locate and secure all of the turnouts, crossovers, etc. along the track center lines drawn on the pink foam with a black marking pen. I tested every turnout, crossover, straight section, etc. as I built it and again before installing it on the layout. I didn’t want to have any problems after it was installed! I wouldn’t say that I am paranoid, but when I watch a football game and the teams get in a huddle I think they are talking about me! Moving along, I took equal care under the layout installing the feeder wires and bus wires. Every frog on the turnouts is connected to a

“Frog Juicer” which greatly simplifies wiring and works flawlessly. All the turnouts are hand thrown so there are no machines and wiring to worry about there. I try to practice the “KISS” principle. (KEEP IT SIMPLE STUPID). I isolated a short spur track near my command station so I could do programming or normal operations using a double throw double pull switch to select between the two. I then installed the DCC terminals, daisy chain style to the command station.

Having done my best effort to correctly build the layout, I was ready for a test run. I wanted to make sure everything was running properly before continuing on to scenery, etc. I placed a locomotive on the track, turned on power to the command station, acquired my locomotive on my wireless throttle and it ran perfectly. Hooray! I found a few places on turnouts that needed a little fine tuning. Over all things ran pretty well. I was happy!

After those first few proud days, (Pride comes before a fall.) I started having problems with shorts. What had I done wrong? I started trouble shooting. I built the layout in two sections, joined together in the middle, to make it easier to work on. The layout is about 27 feet long and sits on a row of office cabinets. The only way to reach the wiring on the underside is to disconnect the two sections and tip up one or the other section on top of the cabinets. This is a pain but it does help to diagnose which section of the layout is causing the problem. Of course the problem is in the side not tipped up. Ok, put that side back down and look at the other side. That other side now seems to be ok. Then it must be a problem with connecting the two sides together. Recheck those wires. Now nothing works. What’s going on here?

This frustrating process went on for a few weeks (several is more like it). My close buddies were giving me suggestions thru Email. Many of which I tried, but I didn’t try the one where I had to have a fire extinguisher handy! My good buddy Ken offered to come over and look at the problem. This was after we had all been vaccinated for Covid 19. He brought Dave along with him, and I called Mike, and we spent several hours together looking at the problem. At the end of the day one end was working but not the other. Ken and I solved one small problem, but it had no impact on the overall problem. About a month later Ken and Dave made a second trip down to my house to see if they could ferret out the problem on the non working end. In preparation for their arrival, I cleared everything off the non working end so we could tip it up to inspect the underside. I took all of the structures off and put them on the ping pong table. I also removed all the rolling stock and locomotives and put them

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A Short Story Continued:

safely out of the way. When they arrived, before tipping up the layout, we checked for a short and couldn't find one. That was odd! I put a sound equipped locomotive on the track and it sounded great. At this point in time Ken started poking a little fun at me by saying "I don't see what your problem is." I figured it can't be that easy. Then I thought the wires connecting the two ends together were still apart so that was probably where our problem was located. We had checked that wiring several times before. We must be missing something. We hooked those two bus wires up the way I thought they should go. I figured I could reverse them if they were incorrect. We then turned on the command station, acquired my locomotive, and that lovely sound system came to life. Ken said, "I don't see what your problem is, Nelson." I said, "I don't see what the problem is either. Let's run some trains!"

My urban scenery is made up of a combination of building flats along the back wall and a few 3D models between tracks. I'm still at the stage of arranging buildings to see what looks good. Dave, Ken and I started putting the buildings back and trying them in different arrangements. When that was finished we started putting rolling stock and locomotives back on the layout. All during this time that great sound of an Alco RS3 was sitting there idling. Dave was placing one of the last pieces of rolling stock on the track; there was some sparking, the Alco died, and the command station shut down. We all looked at each other in amazement. We had found the short! The car was a flea market find which I built a load of fresh ties for. It was a beautiful open load, and I was pretty proud of the result. However, I failed to check the running gear carefully before setting it on the layout. It already had sprung metal trucks with metal wheels so I didn't make any changes there. What I should have checked was the insulated axels. One pair of wheels was installed backwards causing a direct short circuit through the metal truck frame. We would probably still be looking for that short if the old Alco had not been sitting there idling while we were putting things back together.

The moral of this story is to ask friends to give you a helping hand and check those darn wheel sets!

MAINLINE

MODEL RAILROAD PRODUCTS LLC

BUY – SELL – TRADE

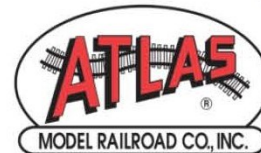
HO & N SCALE MODEL TRAINS

2436 DENVER DRIVE – SPRINGFIELD, IL 62702

PHONE (217) 679-1945

WED – SAT / 12 NOON TO 6 PM

SUNDAY / 12 NOON TO 5 PM



PRE-ORDERS & CONSIGNMENTS ACCEPTED



MAILED TIMETABLE SUBSCRIPTIONS DUE

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

UPCOMING OPPORTUNITIES FOR MODEL RAILRODERS

Illinois Valley Division, September Meet, Saturday, September 28, **DATE CHANGE** See Superintendent's Column on Page 1, Utica Township Community Building, 200 Mill Street, North Utica, Illinois. As usual, the doors will open at 1200 noon with meeting from 1:00 pm to 4:00 pm. Clinics, contests and possible layout tour.

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

Great Midwest Train Show, Sunday, October 6, November 3, and December 1, 2024, DuPage County Fair Grounds, 2015 Manchester Road, Wheaton, Illinois. The show is scheduled for the first Sunday of each month of 2025 (except no show in July), 9 am to 3 pm. Admission \$7, online \$6, and children under 11 free. Free parking and handicapped accessible.

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.

West Wisconsin Railroad Club Annual Train Show, Saturday 10am to 5pm and Sunday, 10am to 3 pm October 12 and 13, 2024, L. E. Phillips YMCA Sports Center, 3456 Craig Road, Eau Claire, WI. For more information, www.westwisconsinrailroad.club.

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, November 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 Dupu Train Show, Saturday, November 16, 2024, 9:30am to 2pm, American Legion, 200 South 5th Street, Dupu, 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, 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.

Milwaukee Lionel Railroad Club Toy Train Sale and Show, Sunday, November 17, 8am to noon, New Berlin Entertainment Center, 16000 West Cleveland Ave., New Berlin, WI

Danville Train Show, Saturday, November 23, 2024, Hendricks County Fair Grounds, 1900 East Main Street, Danville, IN 10am to 3pm

Trainfest, CHANGE OF LOCATION, Saturday and Sunday, November 23 and 24, 2024, Baird Center, 400 West Wisconsin Ave., Milwaukee, 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.

REMINDER

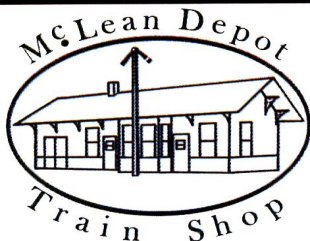
Advertisement &Subscribers Fees are Due Each January

Fees for subscribers of the mailed copies of the Timetable are due at \$10.00 for five copies.

Commercial ad fees are also due according to the size of the ad. The fee schedule for Timetable or website or both Timetable and website are found bottom of page 9.

Send checks to Minton Dings, 15548 SR 78, Havana, Illinois 62644-6803.

When recorded, the checks will



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

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Illinois Central Railroad, 1957

Affiliated with:

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Monticello Railroad Museum
Illinois Central Historical Association
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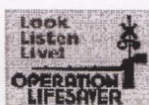
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UTICA AND MIDWESTERN

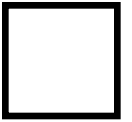
"Route of the ROCKET"



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IVD TIMETABLE

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

FIRST CLASS MAIL

Postmaster:
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September 28, 2024

ILLINOIS VALLEY DIVISION OF THE NMRA

DIVISION MEETING



**UTICA, ILLINOIS—60TH ANNIVERSARY OF THE
ILLINOIS VALLEY DIVISION**

1200—DOORS OPEN, 1:00 TO 4:00 PM MEETING

UTICA TOWNSHIP COMMUNITY BUILDING

200 MILL STREET, NORTH UTICA, ILLINOIS

CLINICS: CROSSING SIGNALS BY THOMAS OSE

BUILDING A LAYOUT BY RUSSELL SMITH

CONTESTS: (1) HAND LAID TRACK

(2) BUILDINGS ON LINE W/TRACK

