



THE TIMETABLE

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



Volume 44, No. 1, January 2025

WEBSITE: nmra-ivd.org

FROM THE SUPERINTENDENT

Well, another year has gone by and 2025 is upon us. All things considered, it was a good year for me and my family, and I sincerely hope it was for you and yours as well. I got a lot of work done on my layout in 2024. The major upgrade started last January with the delivery and installation of the first two sections of photographic backdrop. Installation of backdrops on a layout that is up and running layout wasn't easy but with some help from neighbors and fellow modelers all 80 feet of backdrop ultimately got installed which cleared the way for finishing the major landscaping all around the layout. As 2025 begins, I'm now down to the small but very time-consuming details on multiple scenes. I'm happy with the way it turned out and look forward to having it open to show the members after the March Meet.

The IVD had a pretty good 2024 too. We celebrated our 60th anniversary and I'm happy to say that due to the diligence of the Trainmasters all IVD members whose memberships were to expire in 2024 have renewed. Unfortunately, we lost one due to moving out of the area but we gained a new one at the November meet so we're holding our own for the moment. Our challenge for 2025 is to go onward and upward from here.

One of the keys to increasing our membership is to keep model railroading in front of the public. As I stated in my inaugural column last May, one very successful way we have been doing this is our continuing commitment and efforts to set up and operate our portable layout at local train shows and other community events, and 2024 was no exception. At the Springfield Train show in March the constant flow of kids wanting to run our trains ran down three batteries. Railroad Days was a hit again and we were fortunate enough to be able to give away two starter HO railroads as well. Spoon River Days was of course one of our regular events and we were able to return to the Peoria Train Fair at ICC after being absent for several years due to construction activities. And finally, to round out the

year, in December we added a new venue to our line up at the Abraham Lincoln Presidential Library & Museum in Springfield. To all of the volunteers who gave their personal time to maintain the layout, transport it, set it up, operate it, and take it down again, I express my heartfelt thanks for your efforts to promote the World's Greatest Hobby. Up next for the portable layout is February 16th at the Peoria Train Fair and March 9th at the Springfield Train Show. Thanks in advance for your continued support.

Due to recent renewed interest in IVD logo shirts, the board has been searching for a more centrally located source of IVD Logo clothing and have narrowed it down to two suppliers, one in Washington and one in Pekin. At the same time, we are considering design changes to the IVD logo. After the board approves the new supplier and logo details are worked out, the membership will be notified and price lists developed so stay tuned for more information. Finally, don't forget that the polls are now open for the election of a new MWR President, Vice President and 3 Directors at Large. Two of our members, Jeff Deasy and Larry Nelson have thrown their hat in the ring for the Director at Large positions. Go online to the Midwest Region Website (mwr-nmra.org) to download a printable ballot for mail in or (preferred) you can vote the easy and fast way via a secure link while you're on the website. Just follow the link. Ballots must be received by January 31st to be counted.

Looking forward to seeing you at the Meet in Chatham on January 18th.

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 designees 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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TRAINMASTERS



District 1—Peoria & Tazwell Counties

(2025)

Russ Smith
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district1@nmra-ivd.org

DISTRICT 2 - Grundy, Livingston, McLean & Woodford Co.

To Be
Appointed



DISTRICT 3 - Bureau, LaSalle, Marshall,

Putnam & Stark Co. (2025)

David Hawkey
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district3@nmra-ivd.org



DISTRICT 4 - Fulton, Henry, Knox, Rock Island and Warren Co. (2026)

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
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district5@nmra-ivd.org

Year listed with title indicates the end of present term.

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

Upcoming 2025 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. 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.

JANUARY MEETING CHANGE OF LOCATION

The January 18, 2025 meeting of the Illinois Valley Division will be held in the meeting room of the Chatham Railroad Museum, 100 North State Street, Chatham, Illinois. See the map on page 12. A layout tour will follow.

The clinic will be Review of Scratch Building a Covered Bridge from the Prototype by Minton Dings.

There will be a layout tour following the meeting.

The popular vote contests for January 2025 are: (1) Scratchbuilt Locomotives and Cars and (2) Kitbashed Locomotives and Cars

Board of Directors Meetings:

The next Board of Directors Meeting, will be Monday February 17, 2025, 6:30 pm by Zoom. Members who wish to attend need to contact Gary Baker, Superintendent, at the email address listed to the left of this page to receive the Zoom invitation

2025 Popular Vote Contests

January:

Scratchbuilt Locomotives and Cars
Kitbashed Locomotives and Cars

March:

Diesel Locomotives
Photos of Models

May:

Buildings Off-Line
MOW Cars, Vehicles and Equipment

September:

Photos from a Layout
Specialty Railroad Cars, Non-MOW

November:

Passenger Cars
Bridges

ON VOLUNTEERING

by Gary Baker

It's the time of year again where several board positions come up for election (or re-election) at the March Meet. The positions to be voted on this year are the Assistant Superintendent, Paymaster, and Trainmasters representing districts 1, 3 & 5. Since the IVD, MWR, and NMRA are all volunteer-run organizations we must rely on our members to step up and take the reins of the various positions and it is no secret that volunteering is an issue in every election, so with this in mind, I thought it might be timely to take a look at what the experts say about what it is that makes people volunteer in the first place, and what is in it for them.

One of the more well known names in this field is a guy named Thomas McKee who is President of a leadership development firm that specializes in training business and governmental executives on how to manage the chaos of change within an organization. In a paper he wrote entitled "Why people volunteer", he talks about the top 3 reasons people volunteer: 1) It is Self-Serving. They join an organization because they have a personal interest in it and they volunteer to actively participate because it meets their personal need to contribute to a common cause. 2) It is Relational. People volunteer because of friendship. People of like interests seek each other out naturally. and 3) Belief. When people believe in the cause of a mutually beneficial organization, even if that cause will cost them a degree of personal time or sacrifice, they volunteer because it is the right thing to do.

Looking at these three factors, I would venture to say that most or all of the members of the IVD likely share these three traits of a volunteer. Why then is it so hard, election after election, to get volunteers to manage our affairs, keep the organization going, and steer it down the middle of the road? I don't have the answer, but it is clear that we MUST find the

answer for the sake of the IVD. We must all dig down deep and summon the courage to step up.

As food for thought, and in no particular order of importance, here are a few plain English reasons for volunteering that I found in a short thirty minute search of the internet:

- 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.

In closing, to all those who have served on the board in the past and to those who are currently serving their terms in office, thanks for volunteering and for giving the IVD two of the most precious things you own - your time and talent.

2025 ELECTION: JOB DESCRIPTIONS AND DUTIES

Assistant Superintendent: Two Year Term

Duties:

1. Shall assist the Superintendent in the performance of his/her duties and in the absence of, or inability of, the superintendent to act, shall assume any and all of the Superintendent's responsibilities and duties.
2. Shall be responsible for the Division contests, including selection of categories of competition, interpretation of rules, criteria for judging, selection and training of judges and distribution of awards.
 - a. May appoint as many persons as necessary to assist in the handling and judging of contests.
 - b. May not enter any judged Division contest as a participant during his/her term of office, but may participate in popular vote contests..
 - c. Where practical, will attempt to make division contests conform to Regional and National norms. All contests involving model construction will be in conformity with Achievement Program judging guidelines.
3. Shall be the chairman of the Nominating Committee.

Paymaster: Two Year Term

Duties:

1. Shall be responsible for the direction and coordination of the financial activities of the Division.
2. Shall set up and manage all necessary bank accounts for the Division.
3. In the absence of, or inability of the Paymaster to act, his/her duties revert to the Superintendent.
4. Shall pay by check and mark "Paid" all properly approved bills and expenses transmitted to him/her.
5. Shall keep an accurate record of all cash receipts, payments and disbursements, segregating them according to their respective funds or accounts.
6. Shall submit to all regular Board of Directors and Division business meetings a report of all income and expenses since the previous report. A written copy of this report will be given to the Chief Clerk at each meeting, to be included as part of the minutes.

Trainmasters: Two Year Terms

District 1: Representing Peoria and Tazewell Counties.

District 3: Representing Bureau, LaSalle, Marshall, Putnam and Stark Counties

District 5: Representing Adams, Brown, Cass, Hancock, Logan, Mason, McDonough, Menard, Morgan, Pike, Sangamon, Schuyler and Scott Counties.

Duties:

1. Shall each be elected to represent the members of the respective areas of the Division on the Board of Directors.
2. The geographical areas of each Trainmaster's area is listed above with boundaries to be reviewed every two years with the goal of equal membership from each district . . .
3. No More than one Trainmaster shall be elected from each district . . .
4. If for any reason no one wishes to run for Trainmaster for a given district, the Superintendent shall appoint a Trainmaster from that district. If no one accepts the appointment, then the Superintendent shall appoint a Trainmaster at Large to represent the district with approval of the Board of Directors.
5. The District Trainmasters shall be responsible to coordinate the place of the meeting, clinics, and layouts on tour for the annual meeting in their district.
 - a. The trainmaster may appoint a member(s)) to assist in the planning for the meet
 - b. The trainmaster may request the assistance of the Superintendent or other officers for resources available to complete the plans for the meet.
 - c. The trainmaster shall report to the Superintendent the plans for the meet.

FOR THOSE WHO WISH OR ARE WILLING TO SERVE

Those who are willing to serve on the Division's Board of Directors shall contact the Assistant Superintendent stating their intent. A brief biographical statement and a recent picture needs to be submitted to the editor by February 15, 2025 for publication in the March TIMETABLE.

INTERLOCKING IN A BOX

by Roger Kujawa

I was honored to get to test Iowa Scaled Engineering's Interlocking in a Box. This is a signal module that simulates cross traffic on dummy rail crossings. Modeling the Midwest there are countless places where railroads cross. Sometimes it is a simple affair with just automatic signals or a box that a crew member has to get off and push a button to get the signal. This can slow down trains to make your operation more realistic and the run seem longer. I have three spots on my layout that will get this system.

It was an easy to install. It runs on DCC track power or on a separate power supply. With Atlas signals' it is



plug and play. No soldering. There are screw terminals for other brand signals.

The signals can be set up with included sensors for traffic in both directions. They can also be operated with push buttons to simulate a crossing that a crewmember has to activate.

I have thought of other situations I can use these for. I have a long section of single track around a peninsula. An engineer has to walk around the peninsula to see if the coast is clear before entering the single track. With this system, the engineers would activate the system with a push button. You would not be able to enter the other end of the single track until the first train cleared. This could be useful if you have track running from room to room or a place where you can't see each end of the single track.

I did a review and installation on my YouTube Channel, Model railroad Back Shop. Here is the link: <https://youtu.be/RmUMIbO-jbM?si=sYBLOpGCpJJOuHu5>



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Mail \$10 to Minton Dings, 15548 SR 78, Havana, Illinois 62644-6803

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DOWN and DIRTY

Weathering Engines and Freight Cars with Pan Pastels

By Minton Dings, MMR®

Weathering by Many Methods

The brand-new engine or freight car, newly purchased, now a prized possession, looks great as it is unpacked from its's box and placed on the layout or into a display case. But shine and



Clean and Shiny from the Box



A Well-Worn Working Locomotive

cleanliness is far from reality on a working railroad unless the piece of equipment is new and has only a few miles on the road.

So, the question is now, what is the best method of making the equipment look used. In 1957, during the end of the transition period on the Illinois Central Railroad, when engines were no longer worked by an assigned crew, cleanliness went by the wayside and maintenance on steam locomotives was minimal.

In the past I have used powders which seemed to lose their color and intensity when treated with a fixative and was too fragile to be handled when left without a coating. I have used thinned paints and washes which works well but takes a lot of time to allow each layer of the process to dry before the next and cannot be easily reversed.

At some point I discovered makeup generally used by women at CVS, Walgreens and

woman's specialty shops, Sally Beauty being the most economical for weathering mediums. These products adhered well to surfaces and did not need a fixative when handled in general usage. These outlets also have interesting tools for application of their products, i.e., brushes, wedges, Q-tips and foam applicators of differing shapes. Finding railroad applicable colors was not always easy or understood.

In a Walgreens an employee in the cosmetics section was eager to help me. She asked if I knew what colors and shades my wife used. When I explained that I used their products for weathering railroad models, she abruptly turned and left me for another customer. I don't think she wanted to understand my need.

Then I discovered Pan Pastels by Colorfin (colorfin.com). These are artist grade makeup-like materials which are available in a wide range of colors. They can be found in modeling hobby shops. I have found the widest variety of colors at Dick Blick (DickBlick.com). They are also available at Amazon.

A Quicker (Easier) Method

Tony Koester, associate editor for *Model Railroader*, claims he, and you, can weather a steam locomotive in seven minutes! Although the Pan Pastels method saves time, I do not recommend trying to match his record. Tony Koester's instructions for using Pan Pastels can be found in the Kalmbach book, [Detailing and Upgrading Steam Locomotives, from the Modeling & Painting Series, 2019](#). The instructions are found in Chapter 11, Pages 50 through 53. Found there, is a good illustration of the colors which could be used for a weathered steam locomotive. Although a diesel locomotive is generally not as exposed to oil, grease and grime on its exterior, the same colors will work for lightly or heavily weathering the unit.

Colors Used by Tony Koester for Weathering

Ash Gray	#820.3, Natural Gray Shade
Boiler Scale	#820.3, Natural Gray Shade and #100.3 Titanium White
Coal Dust	#820.1, Natural Gray Extra Dark
Soot	#800.5, Black

Rust #380.3, Red Iron Oxide Shade
Dirt/Soil/Mud – Depends on the color of the soil in the area modeled. For this I use a blending of:
#740.5, Burnt Sienna and
#820.7, Natural Gray Tint

I also keep in my tray:

#380.1, Red Iron Oxide Extra Dark
#740.8, Burnt Sienna

I have found that is helpful for me to keep my pastels organized in a 10-palette tray.

For extra earth colors I have I have the following to blend:

#740.1, Burnt Sienna Extra Dark
#740.3, Burnt Sienna Shade and
#780.5, Raw Umber

For a choice of colors for modeling the soil colors, go to DickBlick.com, choose Pan Pastels Artist' Painting Pastels. There is a color chart in the order form.



Some of the Pan Pastels Application Tools

The modeler needs to get the tools and try his/her hand at weathering

Applying the Pastels

So, what does a weathered freight car or locomotive look like? The best way to find a prototype to model is to view a picture in a magazine or off the internet, unless you have a 1' to 1' example nearby. Do not be intimidated with attempting to do a weathering project with Pan



Some of the Railroad Colors

Pastels. If the weathering "job" is not satisfactory, it can be washed off awaiting another attempt when dry.

RULE #1: CLEAN DRY HANDS! The weathering should begin with a wash of the model with warm water and dish soap to remove release agents from the molding process and grease and perspiration from handling. Freight cars are an easy process and can be cleaned without disassembly if the modeler so desires. Locomotives are a bit more labor intensive. Diesel shells should be removed to protect the electronics. Steam engines will have their boiler/cab assembly removed. The same for tenders in which electronics are generally found.

Once dry, the surface to be weathered should be sprayed with a fixative like Tester's Dull Coat. The dull coat gives the normally shiny surface some "tooth" to which the pastel material can easily adhere. The locomotive bodies may then be reassembled if the modeler desires. The advantage of reassembly before weathering is that the weathered surface will not be handled as much. Pan Pastels weathering is not fragile but is subject to wear from frequent handling.

The reefer on the next page is from one the Illinois Central famed banana trains. Due to the need for speed and timeliness for delivery of bananas, these trains were the pride of the IC. Their schedules were respected similar to that of passenger trains. As part of the "pride of the IC", they were kept clean and well serviced.

Weathering of this car was begun with a



Reefer with a Few Miles Since the Last Wash. Not seen is the Top of the Roof with a Light Covering of Soot from Living Behind a Steam Locomotive. Rust and Dirt on the Trucks and Rust on the Couplers

light brushing of #820.7 Natural Gray Tint, thinned with a makeup brush. The "dust" gray is a bit heavier on the bottom edge. The ends have a hint of soot from the steam locomotives which would have pulled it. The roof has a bit heavier evidence of soot. The couplers show some rust as do the trucks and wheels. The trucks also show some ballast dust.

Once satisfied, the weathering is complete. A coat of fixative such as Tester's Dull Coad may be sprayed, but the coat will somewhat diminish the effect of the pastels when dry. Since this model will not be handled often or with dirty or greasy fingers, the Pan Pastel weathering is durable. I once had an observer pick up a freight car with greasy fingers which smudged the weathering. It subsequently had to be re-weathered. We should always remember not to handle other model railroader's models without their permission!

Locomotives require a bit of extra preparation before weathering. Any window areas with glass, lighted number and lights need to be covered with tape or removed before spraying with a fixative.

A Final Thought

Our friend and mentor Tony Koester reports that he can weather 20 freight cars in 45 minutes. Humm . . . I really do not want to try to match that record. But if you are looking for a relatively quick and easy method of weathering your freight and passenger cars and locomotives try Pan Pastels.



The Engine has Rust Evident on the following Truck under the Firebox, Rust on the roof of the Cab, Dust and dirt on the Boiler, Soot on the Top of the Boiler and not seen is Rust on the Couplers



Notice the Rust on the Water Hatch on Top, Rust and Dirt on the Truck Frames, Dull Black Coal and the Dust on the Sides of the Tender Allows the Details to Stand Out



Weathering GM&O F Unit in Process

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UPCOMING OPPORTUNITIES FOR MODEL RAILRODERS

Great Midwest Train Show, Sunday, February 2, 2025, 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.

Illinois Valley Division Meet, Saturday, January 18, 2025 1:00 pm to 4:00p, Doors open at 12:00 noon, Location to be determined. \$3 donation accepted. Information to be available at the divisions website nmra-ivd.org.

Model Train Show and Swap Meet, January 18, 2025, Darian, Illinois St. John Lutheran Church, 7214 Cass Avenue, Admission \$5.00 Adults, \$2.00 Youth 12 –17, Free Parking and Handicapped Accessible.

35th Annual Great Tri-State Rail Sale, Saturday, January 25, 2025, Lacrosse Center, 2nd and Pearl Streets, La Crosse, WI, 9am to 3pm. Admission \$8.00, children under 12 free.

57th Annual Mad City Model Railroad Show, February 15-16, 9am to 5pm Saturday and 9am to 4pm Sunday. 2025, Madison, Wisconsin, Alliant Center, Exhibition Hall, 1919 Energy Center., Admission: Adults \$14.00, Seniors \$13.00, Youth 5-15 \$6.00, Under 5 free. Two day admission \$18.00 and family \$36.00. Sponsored by the South Central Wisconsin Division, NMRA. Handicapped Accessible. Parking cost (if any) not listed.

Rail Fair, Saturday, July 19, 2025, Copeland Park, Rose and Clinton Streets, La Crosse, WI

NMRA NATIONAL CONVENTION, STATION VIU,b July 14-19, Sheraton Hotel, Novi, Michigan. This is the 90th Year Celebration of the founding of the NMRA. The convention will be held in the hotel as will the National Train Show on Saturday and Sunday, July 19 and 20. More Information and registration is available at the convention website: nmra2025.com. More information later!

2025 Midwest Region Convention. There will be no region convention since the National Convention will be held near Detroit

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. When recorded, checks will be forwarded to the paymaster.

REMINDER

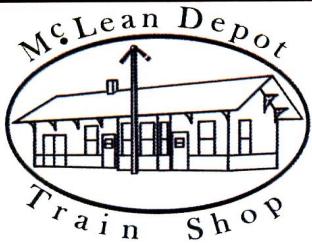
Advertisement & Subscribers Fees are Due Each January

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 above.

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

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National Model Railroad Association
Monticello Railroad Museum
Illinois Central Historical Association
GM&O Historical Association
Real Rail, Bradenton, Florida



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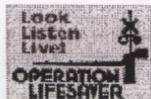
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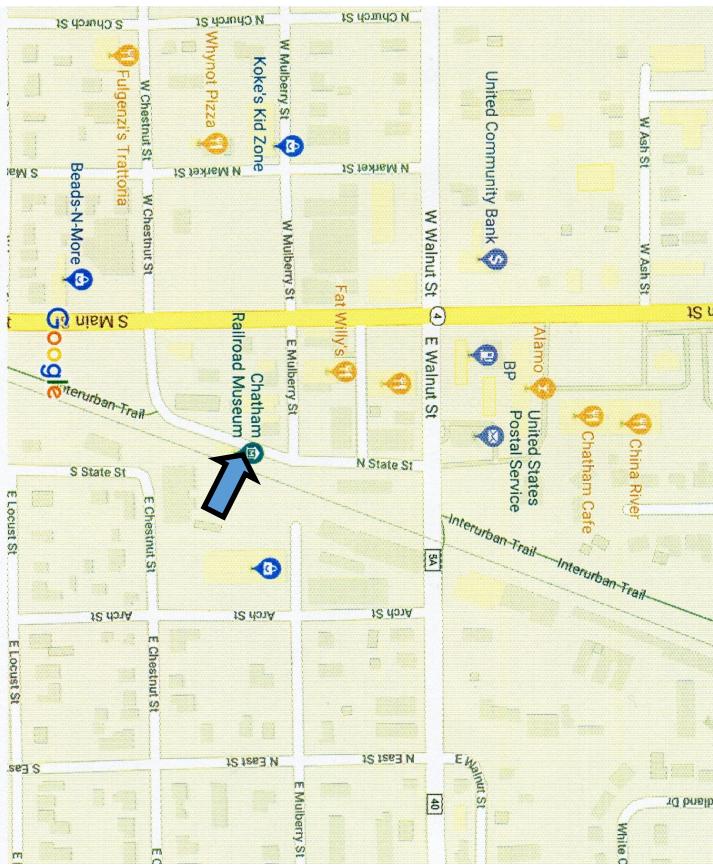
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January 18, 2025

ILLINOIS VALLEY DIVISION OF THE NMRA

DIVISION MEETING

CHATTHAM RAILROAD MUSEUM
100 North State Street, Chatham, Illinois

CONTESTS: (1) SCRATCH BUILT LOCOMOTIVES AND CARS, AND (2) KITBASHED LOCOMOTIVES AND CARS
SALES TABLES AVAILABLE. SORRY, NO DEALERS.

