

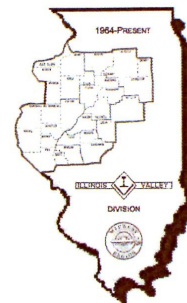


# THE TIMETABLE

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

**Volume 44, No. 3, May 2025**

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



## FROM THE SUPERINTENDENT

### Gumption Traps

What a coincidence ! .... As I sit down to write my Superintendent's column for the May Timetable, it is 8 years to the day since the passing of Robert Pirsig who wrote one of my favorite books .... Zen and the Art of Motorcycle Maintenance ... which is where I first heard of the term gumption trap. And before you think it is some kind of a religious or psychology book that isn't applicable to model railroading, bear with me because there is a section in the book that is. Contrary to the book's title, it has nothing to do with Zen Buddhism, and no motorcycle enthusiast will learn anything about motorcycle maintenance from reading it. It is a story about a father and son who embark on a 17-day motorcycle trip from Minnesota to California in 1968 and with the monotony of the running engine and the sound of the road drumming away hour after hour, the father's mind wanders as he contemplates all sorts of things.

Like Marion Brasher's familiar "Wanderings" column in past issues of the Timetable, one of the "wanderings" that the book's main character describes is a memorable moment in his life. While cruising down a particularly smooth patch of highway, he recalls the time he undertook the project of rebuilding the engine and while putting it back together, he reached a point where he realized that he had missed a critical step early in the engine reassembly order and in a flash, all the interest he had in rebuilding the engine was gone and it was quite a while before he got reinterested, tore the engine apart again, and started over. He described it as the "out of sequence re-assembly gumption trap".

The Merriam Webster dictionary defines gumption as "the courage or get-up-and go that makes undertaking difficult things possible." On the flip side, a gumption trap is something that discourages someone from pursuing a project or idea due to a perceived or unforeseen obstacle. In model railroading we have our

own set of gumption traps such as fear of criticism from peers, lack of resources, fear of failure, taking on layout upgrades that take too long to complete, or like in the book, realizing after many hours of work that you made a major mistake and the only way out is to tear it up and start all over again. Pirsig's description of moments like these hits the nail on the head as you can just hear "...Pssssssssss..." as the gumption slowly leaks out of your body.

The impact of gumption traps is usually a stalled project or an abandoned idea, and as modelers we have to find ways to combat them so we can keep moving forward. Since gumption traps are always lurking out there ready to jump out and deflate us when we least expect it, we can't avoid them. So what can we do to minimize their impact and keep moving forward when they do rear their ugly head?

Here's what Google's AI bot came up with:

- 1) Break down tasks into smaller, more manageable steps. This helps you stay motivated because you make continuous and observable progress
- 2) Be willing to re-evaluate and change. Sometimes you need to adjust your approach to a project based on what you learn along the way.
- 3) Take breaks. This will keep you from getting burned out on a project.
- 4) Seek support and encouragement from others. Fresh perspectives will help you stay motivated
- 5) Recognize the root cause of the trap. A lack of resources? A lack of time? A lack of confidence? A lack of planning ahead? Fear of failure? Whatever it is, identify it and do what you can about it.
- 6) Learn from your setbacks and try again. View every mistake as an opportunity for improvement.
- 7) Have faith in your own ability and stay positive.

Gumption is all about believing in yourself, committing yourself to a project or goal, and finding a way to get it done. So get up off the couch, finish that stalled project and get another one started!!....

Gary Baker, IVD Superintendent

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To Be  
Appointed

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Year listed with title indicates the end of present term.

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## **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.

### **MAY MEEETING**

**Peoria Public Library, North Branch**  
**3001 West Grand Parkway, Peoria**

The May 17, 2025 meeting will be held in the conference room (McKenzie Room) of the library, located to the right just inside the main doors. 1:00 pm to 3:15 pm, doors open a 12:15 pm for greeting and fellowship. See the map on page 12. Clinics TBA. Layout tour with Gary Baker in Pekin, Illinois

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

The next Board of Directors Meeting, will be Monday June 16, 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.

## **2025-2026 Popular Vote** **Contests**

May:

Buildings Off-Line  
MOW Cars, Vehicles and Equipment

September:

Photos from a Layout  
Specialty Railroad Cars, Non-MOW

November:

Passenger Cars  
Bridges

January:

Scenery, any season  
Photos of prototype railroading

March

Scratchbuilding, any category  
Kitbash, any category

May

Freight Cars  
On Line Dioramas

# Taking on the Dispatcher AP

by Gary Baker

Will Rogers once said “Even if you’re on the right track you’ll get run over if you just stand there”.

So at 74 years old, with 4 AP Certificates under my belt, the Association Official AP in process for #5, and 7 needed to reach MMR status, I can’t afford to stand still. The hardest ones to achieve for me will be Master Builder Motive Power and Master Builder Cars because I don’t really have an eye for mechanical details or weathering and one of those two AP’s is required for MMR so I’ll save that category for last. Assuming I achieve Association Official for #5 by getting elected for a second term as Superintendent, my choices for #6 are down to Master builder Structures, Master Builder Prototype Models, Model Railroad Author, and Chief Dispatcher. Master builder Structures and Prototype Models lean more toward the detail skills I’m not as good at and even though I’m about 1/3 of the way to Author, most of my points are local which are limited to half the required total. That leaves Chief Dispatcher and since I’m an engineer who likes working with spreadsheets, math, tables, and graphs I decided to go for it. And as a bonus, my layout will soon offer jobs in every category required for the certificate requirements so it’ll be easier to accumulate the required hours of operation in each category.

The first requirement is to either have a layout at home or have access to a layout that satisfies the requirements of part A which is 50 actual hours of operations in five categories. A minimum of ten hours must be achieved in at least three of the five categories, one of which must be Dispatcher. The problem is that not every layout has jobs in all five categories so you’ll likely have to book time on different layouts which means accumulating a total of 50 hours of operations will take a while. As a testament to this, in a survey of MMR’s where 14 dispatchers replied, 10 earned certificates on a home layout while the others did it at a club and it took about a year to acquire the hours. This explains why only about half of all MMR’s have achieved it. But the good news is, we all love to run trains so even though it takes a while it’s fun while you do it.

Part B - as in **B**ig assignment (credit RB Trombley, MMR and Bill Bell, MMR for the emphasis) is where things get interesting and more complicated. There are four requirements. 1) Prepare a schematic drawing of a model railroad meeting the operating conditions described in (A), indicating all pertinent simulated distances. Normally, this would be a diagram of one of the layouts where you put in your qualifying time but there is no requirement that it must be. A piece of paper, a ruler, and a few hours time takes care of this one. 2) Develop a timetable appropriate to this model railroad, simulating prototype time, covering a period of eight hours or more, during which at least three scheduled mainline trains move in each direction. 3) Develop an operating train chart (string diagram) which interprets the above schedule for timetable operation of the rail-road. Indicate at least one train meet on the schematic drawing required in (B-1) above. Show the position of the trains involved and describe the action, giving pertinent time and movement data to effect the meet. 4) De-velop or adapt a system of operation for the layout in (A), including all the necessary forms and explanations for their use in controlling car movements, train makeup, and operation in a prototypical manner.

Constructing the timetable can be done manually, but due to the complexity of coordinating the movements of multiple trains over the entire layout in both directions while maintaining a time schedule, it is best to do this using a computer spreadsheet program such as Excel. However, even if you're familiar with spreadsheet programming, developing all the formulas for multiple trains, and in the case of passenger versus freight, trains that operate at different speeds and with different scheduled stops along the way can be mentally excruciating and even mind boggling at times so patience is definitely a virtue as some of the calculations can be fairly complex to allow for easy copying and pasting between spreadsheet columns as trains are added to the timetable.

Whether the timetable is worked out manually or done by spreadsheet the first step is knowing the physical distance between the locations on the layout that are referred to in the timetable. This is typically done by measuring the main line all around the layout with a tape measure but in my case the C&W Railroad was designed on a CAD program so all I had to do was click on track segments between points and tally the distances. My unit of measurement was 1 foot = 1 scale mile (1 Smile) covering the entire 197 feet (miles) of main line. Once the "Smile" markers are established and located on the layout at critical points the next step is to develop a time and distance chart for both directions around the layout which incorporates the use of a fast clock so Excel can calculate the fast clock time requirement between points for trains operating at different speeds. Breaking down the layout into track sections also allows us to enter faster or slower speeds in sections of the layout with grades to emulate prototypical operation of going a little slower uphill and a little faster downhill. Since distance between points also depends on direction, there is a Time/Distance chart for each direction. In my case, there is one for eastbound trains and one for westbound trains. Figure 1 shows the time/distance chart for pertinent points around the layout going eastward at various train speeds by track section using a fast clock ratio of 6:1 which, as we will see in the Master timetable and string charts meets the requirement of covering the minimum 8 hour period.

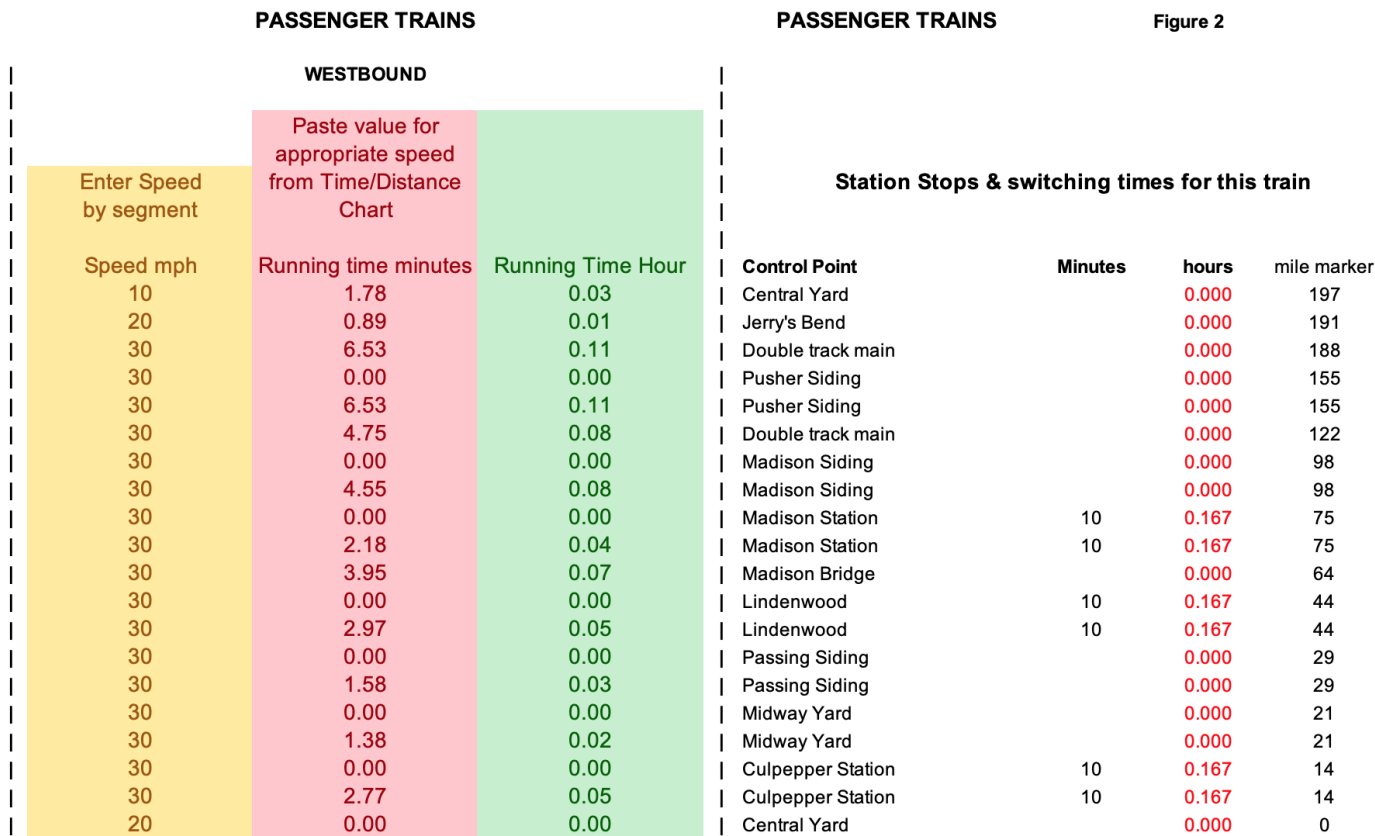
Clock ratio  
scale      6 :1  
             87 :1

Figure 1

Time/Distance Chart - C&W RR

| Eastbound         | (feet) | distance<br>between points | Scale miles:<br>(Smiles) | Speed Miles per hour Eastbound |       |      |      |      |      |      |      |
|-------------------|--------|----------------------------|--------------------------|--------------------------------|-------|------|------|------|------|------|------|
|                   |        |                            |                          | 10                             | 15    | 20   | 25   | 30   | 40   | 50   | 60   |
|                   |        |                            |                          | Fast Clock Minutes             |       |      |      |      |      |      |      |
| Central Yard      | 197    | 0                          | 0.00                     | 0.00                           | 0.00  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Jerry's Bend      | 191    | 6                          | 0.59                     | 3.56                           | 2.37  | 1.78 | 1.42 | 1.19 | 0.89 | 0.71 | 0.59 |
| Double Main entry | 188    | 3                          | 0.30                     | 1.78                           | 1.19  | 0.89 | 0.71 | 0.59 | 0.44 | 0.36 | 0.30 |
| Pusher Siding     | 155    | 33                         | 3.26                     | 19.58                          | 13.05 | 9.79 | 7.83 | 6.53 | 4.89 | 3.92 | 3.26 |
| Pusher Siding     | 155    | 0                          | 0.00                     | 0.00                           | 0.00  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Double Main exit  | 122    | 33                         | 3.26                     | 19.58                          | 13.05 | 9.79 | 7.83 | 6.53 | 4.89 | 3.92 | 3.26 |
| Madison Siding    | 98     | 24                         | 2.37                     | 14.24                          | 9.49  | 7.12 | 5.69 | 4.75 | 3.56 | 2.85 | 2.37 |
| Madison Siding    | 98     | 0                          | 0.00                     | 0.00                           | 0.00  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Madison Station   | 75     | 23                         | 2.27                     | 13.64                          | 9.10  | 6.82 | 5.46 | 4.55 | 3.41 | 2.73 | 2.27 |
| Madison Station   | 75     | 0                          | 0.00                     | 0.00                           | 0.00  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Madison bridge    | 64     | 11                         | 1.09                     | 6.53                           | 4.35  | 3.26 | 2.61 | 2.18 | 1.63 | 1.31 | 1.09 |
| Lindenwood        | 44     | 20                         | 1.98                     | 11.86                          | 7.91  | 5.93 | 4.75 | 3.95 | 2.97 | 2.37 | 1.98 |
| Lindenwood        | 44     | 0                          | 0.00                     | 0.00                           | 0.00  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Passing siding    | 29     | 15                         | 1.48                     | 8.90                           | 5.93  | 4.45 | 3.56 | 2.97 | 2.22 | 1.78 | 1.48 |
| Passing siding    | 29     | 0                          | 0.00                     | 0.00                           | 0.00  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Midway Yard       | 21     | 8                          | 0.79                     | 4.75                           | 3.16  | 2.37 | 1.90 | 1.58 | 1.19 | 0.95 | 0.79 |
| Midway Yard       | 21     | 0                          | 0.00                     | 0.00                           | 0.00  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Culpepper Station | 14     | 7                          | 0.69                     | 4.15                           | 2.77  | 2.08 | 1.66 | 1.38 | 1.04 | 0.83 | 0.69 |
| Culpepper Station | 14     | 0                          | 0.00                     | 0.00                           | 0.00  | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Central Yard      | 0      | 14                         | 1.38                     | 8.30                           | 5.54  | 4.15 | 3.32 | 2.77 | 2.08 | 1.66 | 1.38 |

The next component of the Spreadsheet is the train worksheet. There is a worksheet for each train and for each direction of travel. Figure 2 shows the Westbound worksheet for a passenger train showing the imported values from the Time/Distance chart and the resulting running time for each segment. On the right side of the worksheet is the time for each scheduled stop.



The next part of the spreadsheet development is the Master Timetable where the start times and arrival/departure times for all pertinent locations are shown for all trains. This is where the beauty of the spreadsheet shines because only the start time for each train needs to be changed and everything else is recalculated automatically. String diagrams are moved to higher new locations instantly which makes it easy to move them around until meets and passes occur at the proper times and locations. Figure 3 shows the Master Timetable for seven mainline trains and two extras over a 12 hour period. Eastbound reads down and Westbound reads up. Figure 4 shows String Diagrams for all trains and the boxes indicate the locations of meet/pass sidings. Note the meet between Eastbound passenger 24E and Westbound freight 13W at Madison. Also note that further east (down), Eastbound Passenger Train 24E and Westbound Passenger train 4449W pass each other at the siding between MM 28 and MM 34.

Step 4 of the qualifications for dispatcher requires developing a system of operation for controlling train and freight movements around the layout along with the necessary forms, placards, and specific instructions for each operator and location around the layout. Some examples are switch lists, a 4-way card system, or a color coded tab on each car indicating its color coded destination. Many layouts already have a system in place and if so nothing more needs to be done for step 4.

After going through the tedious and excruciatingly detailed work of developing a functioning spreadsheet it really pays off in the end, particularly if you are serious about pursuing the Dispatcher certification to its logical end which is running trains prototypically around your layout in fast timetable order and by the rules

# C&W RAILROAD MASTER TIMETABLE

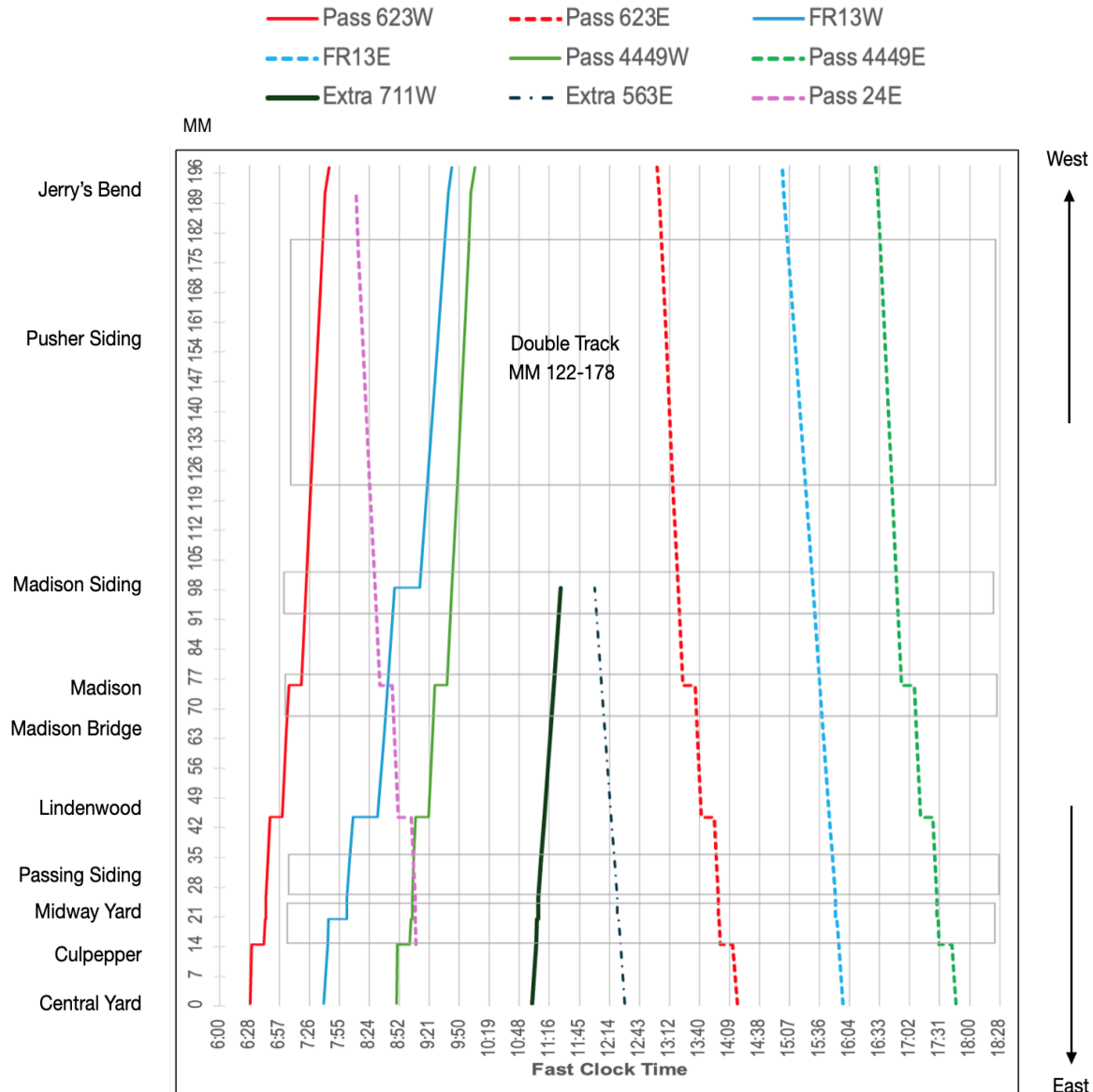
Feb 31, 2025

Figure 3

| Eastbound Read Down |           |       |          |            |            | Westbound Read Up       |           |       |            |            |
|---------------------|-----------|-------|----------|------------|------------|-------------------------|-----------|-------|------------|------------|
| MM                  | Pass 623E | FR13E | Pass 24E | Extra 563E | Pass 4449E |                         | Pass 623W | FR13W | Pass 4449W | Extra 711W |
| 197                 | 13:00     | 15:00 |          |            | 16:30      | Central Yard            | 7:45      | 9:43  | 10:05      |            |
| 191                 | 13:01     | 15:01 | 8:11     |            | 16:31      | Jerry's Bend            | 7:41      | 9:39  | 10:01      |            |
| 178                 | 13:04     | 15:05 | 8:13     |            | 16:34      | Ar Double track main Lv | 7:39      | 9:35  | 9:59       |            |
| 155                 | 13:08     | 15:12 | 8:18     |            | 16:38      | Ar Pusher Siding Lv     | 7:34      | 9:29  | 9:54       |            |
| 155                 | 13:08     | 15:12 | 8:18     |            | 16:38      | Lv Pusher Siding Ar     | 7:34      | 9:29  | 9:54       |            |
| 122                 | 13:15     | 15:22 | 8:24     |            | 16:45      | Lv Double track main Ar | 7:28      | 9:19  | 9:48       |            |
| 98                  | 13:20     | 15:29 | 8:29     |            | 16:50      | Ar Madison Siding Lv    | 7:23      | 9:12  | 9:43       |            |
| 98                  | 13:20     | 15:29 | 8:29     | 12:00      | 16:50      | Lv Madison Siding Ar    | 7:23      | 8:48  | 9:43       | 11:27      |
| 75                  | 13:24     | 15:36 | 8:33     | 12:06      | 16:54      | Ar Madison Station Lv   | 7:18      | 8:41  | 9:38       | 11:20      |
| 75                  | 13:36     | 15:36 | 8:45     | 12:06      | 17:06      | Lv Madison Station Ar   | 7:06      | 8:41  | 9:26       | 11:20      |
| 64                  | 13:38     | 15:39 | 8:48     | 12:10      | 17:08      | Madison Bridge          | 7:04      | 8:38  | 9:24       | 11:17      |
| 44                  | 13:42     | 15:45 | 8:52     | 12:16      | 17:12      | Ar Lindenwood Lv        | 7:00      | 8:32  | 9:20       | 11:11      |
| 44                  | 13:54     | 15:45 | 9:04     | 12:16      | 17:24      | Lv Lindenwood Ar        | 6:48      | 8:08  | 9:08       | 11:11      |
| 34                  | 13:56     | 15:48 | 9:06     | 12:18      | 17:26      | Ar Passing Siding Lv    | 6:46      | 8:05  | 9:06       | 11:08      |
| 25                  | 13:58     | 15:51 | 9:07     | 12:21      | 17:28      | Lv Passing Siding Ar    | 6:44      | 8:02  | 9:04       | 11:06      |
| 25                  | 13:58     | 15:51 | 9:07     | 12:21      | 17:28      | Ar Midway Yard Lv       | 6:44      | 8:02  | 9:04       | 11:06      |
| 20                  | 13:59     | 15:52 | 9:07     | 12:23      | 17:29      | Lv Midway Yard Ar       | 6:43      | 7:44  | 9:03       | 11:04      |
| 14                  | 14:00     | 15:54 | 9:09     | 12:24      | 17:30      | Ar Culpepper Station Lv | 6:42      | 7:44  | 9:02       | 11:04      |
| 14                  | 14:12     | 15:54 |          | 12:24      | 17:42      | Lv Culpepper Station Ar | 6:30      | 7:44  | 8:50       | 11:04      |
| 0                   | 14:16     | 15:58 |          | 12:29      | 17:46      | Central Yard            | 6:30      | 7:40  | 8:50       | 11:00      |

C&W String Diagram - boxes indicate passing sidings

Figure 4





## IVD LAYOUT AT WILDLIFE PRAIRIE PARK

The Illinois Valley Division has been invited to set up and make the layout available to families who will be visiting the park May 10th from 9:00 am to 4 pm at the Depot in the park. Members are needed for set up, running, and take down. Participants are to meet at the construction gate, just beyond the main gate at 8:00 am. Late comers will need to explain that they are part of the layout group upon arrival at the main gate. Even if you can be present for a part of the day, please help.

If you can help, call or email Gary Baker, superintendent at [afgary@mc.co](mailto:afgary@mc.co), or 309-264-6797.

## CHANGES TO THE BY-LAWS OF ILLINOIS VALLEY DIVISION

The Constitution of the Division Board of Directors the responsibility to keep the By-Laws applicable and current with the needs of the Division.

**Change #1**—Change in the appointment of a Trainmaster when no one has run for that office or chooses to be appointed *from the District* of which a Trainmaster is to be elected, (By-Laws Section VIII.R.1.c), to:

If, for any reason, no one wishes to run for Trainmaster of a given District, then the Superintendent may appoint a Trainmaster-at-Large *from any District* to serve as Trainmaster with all the powers and rights of an elected Trainmaster, provided the appointee is willing to perform the duties of Trainmaster.

Amended by Board of Directors Vote, 01/18/2025

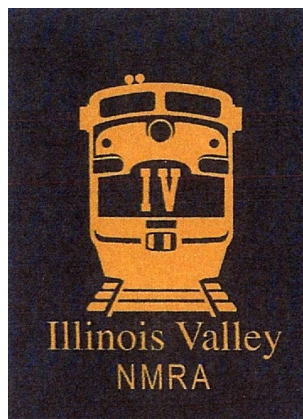
**Change #2**—Establishing the current reimbursement for transportation of the Division's trailer, (IX.B.6.f):

Drivers will be reimbursed at a **rate of \$0.40 per mile** for transporting the trailer to and from promotional events. In the case of multiple drivers, each will be reimbursed for their portion of the transportation.

Amended by Board of Directors Vote, 01/18/2025

## IVD NMRA APPAREL 2025

For some time there has been a request for the availability of IVD green T-shirts and other apparel. The previous outlet for these items could be acquired through the Locker Room in Spring Valley, Illinois. When contacted, they could not find the patterns to



make the shirts. Therefore the IVD BoD looked into possible providers in the Peoria area and looked into a new logo for the shirts. A provider in Washington was chosen and a new logo was picked after a long, long discussion. After these decisions were made, the pattern produced and paid for and a few shirts made, the Locker Room reported that they had found their patterns. Therefore,

members who wish to order the older logo style can still get them through the Locker Room. The new shirts are dark green with a bright yellow logo.



### **Short Sleeve Shirts**

\$32.70 Regular Sizes  
\$34.88 Extended Sizes  
(sizes 2X and larger)



### **Long Sleeve Shirts**

\$37.06 Regular Sizes  
\$39.24 Extended Sizes  
(sizes 2X and larger)

**ORDER FROM:** Team Works, 2168 Washington Road, Washington, IL 309-745-9924, Cell: 309-712-1494, email [art@teamworks2003.com](mailto:art@teamworks2003.com).

Orders can be done anytime, no minimum order. Russ Smith can pick up and bring to meeting if you wish.

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

# BEAVER DAM STATION

by Minton Dings®



**Down at the station, early in the morning, there's a whole lot of people in line.**

## The Station

This story centers around the above station on the Illinois Central mainline between Memphis, Tennessee and Louisville, Kentucky at Beaver Dam on my Green River Branch of the Illinois Central Railroad. Prototypically, Beaver Dam would not have had this size station for a village with a population of about 1,500 in 1957. The Illinois Central Railroad would have erected a "Type B" station with a small office, single waiting room and a small attached freight house as seen to the top right. The only variance might have been a divided waiting room for white and "colored" passengers as required under the "Jim Crow" statutes of the state of Kentucky until the 1960's.

The station pictured above is a Fine Scale Miniatures Brookville Station kit. In my thinking Beaver



**Beaver Dam station on the curve**



**Type B Station at Hart's Station, Kentucky**

should have a major depot. And, I was really impressed with the depot kit and wanted to build it. So, it had to be used somewhere!

## A Bit of History

By 1856 the Illinois Central had completed its tracks from Cairo, Illinois to Dunleith (now East Dubuque, Illinois) and to Chicago. In 1876 the Illinois Central took control of the Mississippi Central, giving it a route south to Memphis. Purchase of the Chicago, St. Louis and Paducah Railroad (CStL&P) in 1895 gave the Illinois Central a second entrance across western Kentucky, by 1895, a second bridge crossing of the Ohio River and entrance into Paducah.

Meanwhile Collis P. Huntington, of Central Pacific fame, purchased lines in Kentucky to form the Chesapeake, Ohio & Southwestern (CO&SW) from Louisville to Fulton, Kentucky, in an attempt to form a true trans-continental railroad. When Huntington became financially overextended, the Illinois Central purchased the CO&SW in 1896 merging it into the Illinois Central in 1897. Thus, Beaver Dam became an Illinois Central connected community.

## Passenger Trains

Passenger traffic ended January 29, 1957, but for the sake of the 1957 theme of the model and modeler's license, on the Kentucky Division, passenger traffic ended January 29, 1958.

Two daily trains in each direction run between Memphis and Louisville. The #101 was a daytime train which became part of the City of New Orleans at Memphis. The #102 was an evening train from Memphis to Louisville from cars switched from the City of New Orleans at Memphis. The #103 was an overnight train originating in Louisville and terminating in Memphis named the Irvin S. Cobb. The #104 was a daytime return trip of the Irvin S. Cobb.

Irvin S. Cobb was a well-known author and journalist, star of radio, motion pictures, who hosted the academy awards in 1935, was awarded the French Legion of Honor and two honorary doctorates. A



bridge over the Ohio River, a park, a major hotel in Paducah, and a brand of cigars was named after him. He campaigned against prohibition and championed whiskey distillers in Kentucky. On the Green River Branch, a (fictional) local train travels from Beaver Dam to the end of the branch twice each day except Sunday. The Sunday schedule includes only the



**The Irvin S. Cobb northbound to Louisville with an E –unit**



**Downtown Beaver Dam**

early morning and late afternoon trains. The morning train leaves Beaver Dam with stops at Central City and the villages on the branch carrying miners, businessmen and other passengers to the end of the line at the village of Cabin Creek and the mine. The local returns to Beaver Dam during the morning. The local travels a similar schedule in the afternoon, returning miners to their homes in the evening. The local is made up of older cars and a freight/ passenger equipped GP8 or 9. Although the number of local ticket holders does not require two coaches, they are included to comply with Kentucky racial segregation law's separation of passengers.

## Activity on the Arrival/Departure Platform

Activity on the platform includes two men selling the daily newspaper, a couple with a child, two business men, a black family with children, and two freight employees with boxes of freight awaiting the arrival of the train. There is a Coca-Cola machine, park bench, and waste bin. Details make a scene come alive.



**The local up the Green River Branch leaves the station behind a passenger equipped with a GP9**

Every scene, large and small, no matter how simple or complex should tell a story . Making the “story” come alive is !part of the FUN



**Waiting for a train to Louisville**

**An interesting note:** Although Louisville is generally east of Memphis, the trains run on a north/south schedule to align with the Illinois Central north/south orientation with the mainline from Chicago to New Orleans.



## UPCOMING OPPORTUNITIES FOR MODEL RAILRODERS

**Great Midwest Train Show**, Sunday, June 1, August 3, September 7, October 5 November 2 and December 7, 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 \$8, online \$7, and children under 11 free. Free parking and handicapped accessible.

**Illinois Valley Division Meet**, Saturday, May 17, 2025 1:00 pm to 3:15 pm, Doors open at 12:15 Conference room of the North Branch of the Peoria Public Library, 3001 West Grand Parkway Peoria. (Behind Menards). \$3 donation accepted.

**2025 Galesburg Scale Train Show**, Cedar Creek Hall, Saturday, June 28, 2025, 9:00 am to 3:00 pm, 571 East North Stret, Galesburg, Illinois. Cost: Adults \$8.00, Kids under 15 free. This show is for HO and N Scale only. This is a new show and a new location with air conditioning and local parking.

**NMRA NATIONAL CO NVENTION, STATION VII**, 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](http://nmra2025.com). More information later!

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

**33rd Annual Rail Fair**, Saturday, July 19, 2025, Copeland Park, La Crosse, Wisconsin, 10:00 am to 4:00 pm. Admission \$8.00, children under 12 free with an adult.

**Sherman Scale Train Show**, Sunday, October 19, 2025, 10:00 am to 3: p, 300 South First Street, Sheman, Illinois. Admission \$5, Children Under 10 free. Early Bird Admission Option is \$10:00 at 9:00 am.. Scale trains only. Free parking and handicapped accessible.

**The Great Tri State Rail Sale**, Saturday, January 31, 2026 at The La Crosse Center, 2nd & Pearl Streets, La Crosse, Wisconsin.

**2026 Annual Train Show & Sap Meet**, Saturday, January 31, 10:00 am to 4:00 pm and Sunday, February 1, 9:00 am to 2:00 pm 2026, Berndes Center, Jones County Fairgrounds, 766 North Street, Monticello Iowa,. Admission \$8.00, under 12 free w/adult.

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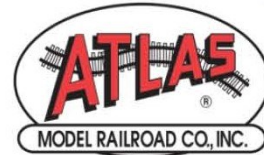
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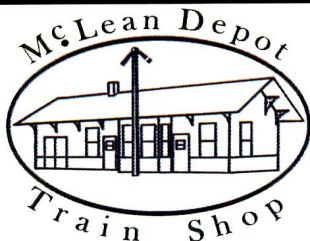
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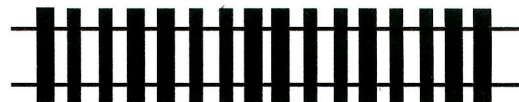
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**GREEN RIVER BRANCH**  
Kentucky Division  
Illinois Central Railroad, 1957

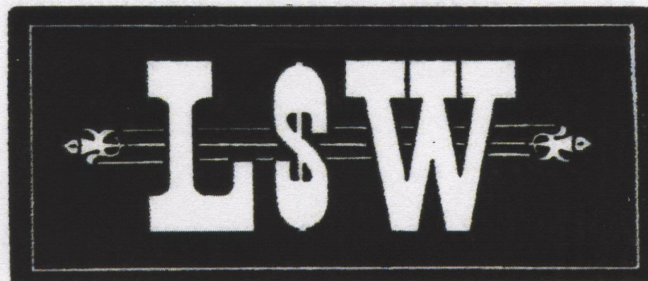
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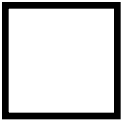


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**May 17, 2025**

ILLINOIS VALLEY DIVISION OF THE NMRA

## DIVISION MEETING



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CONTESTS: (1) OFF-LINE BUILDINGS OR  
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