



THE YELLA BOARD

Volume 44 Number 1

MONTICELLO RAILWAY MUSEUM
Where "I've Been Working On the
Railroad" Becomes a Reality

May-June 2011



THE 2011 SEASON HAS BEGUN!!!

The Monticello Railway Museum has entered another season of operations and extends an invitation to come out and ride or participate in making it happen.

Photo Courtesy John E. Sanner

<u>THE CONSIST</u> <u>Volume 44 No. 1 May-June</u>		John Scuitto	President
<u>Observation Platform</u> Updates By John Scuitto		3	Rob Doyle
<u>The Back Shop</u> Rock Island Coach 2541 IC Coach 2920 Painted IC Diner 4112		4	Syl Keller
<u>The Train Order</u> The Museum within the Museum		7	Derek Kouzmanoff
<u>The Timetable</u> Event: Trains Planes & Automobiles		10	Donna McClure
<u>Less Than Carload</u> Steam Schedule Camp Creek Bridge Car Building Switch		11	Registered Agent /Com. Affairs
<u>Arrivals & Departures</u> Schedule of Events		12	
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**THE
OBSERVATION
PLATFORM**



Updates for 2011
John Scuitto, President

I know I don't say it enough but a big thank you to all the volunteers who have helped in any way through the first half of 2011. The collective efforts of our membership have not gone unnoticed and are very much appreciated. Several visitors have commented to myself and other volunteers how neat and clean the museum grounds and equipment are and the detail and thoroughness of the equipment restorations and they are very impressed that all this work is done by dedicated volunteers. The visitors that have recognized this fully realize all this takes an untold amount of hard work, dedication and effort to sustain our museum and thank our members for the wonderful job that they do. Visitors are pleased that seemingly there is always something going on at the museum and the measured and steady growth at the Monticello Railway Museum. Several have commented to me this is one of the reasons they continually return to Monticello is to see what changes have occurred. Member Bill Darner passed away in early 2011. Bill was a contributing member of MRM and often worked the train crew. Bill was from Danville, Illinois and will be missed.

2011 Polar Express ticket sales exceeded everyone's expectations and sold over 3,200 tickets in 8-days. The event is completely sold out for 2011 with the majority of tickets being sold through our website. The June 1st sales alone were over 2,000 tickets and the quantity and rate of sales surpassed Rail Events 1-day sales of any Polar Express venue in North America. This is by far the most popular special event at the museum and validates that what we are doing is working. Additional trains are being considered for the 2012 season but bottom line we need more volunteers willing to work more hours, before and after the event, for this to occur.

Our Face book page continues to evolve and we now have over 800 "friends" of the museum on our page which is quite impressive for an organization of our size. Thank you to Derek Kouzmanoff, Brian Downing, Jon Roma and Bill Crisp who maintain the Face book page along with Bruce Backus who maintains our website and museum web page. Thank you to Dale Jenkins for his efforts at maintaining our publications, 2nd Section and Yella Board for our membership. I am often asked, by non-Face book and internet folks, the significance of Face Book presence. Essentially, it is a free and easy media to promote the ongoing activities and upcoming events at the museum at a target audience that follows the museum activities. These friends, in turn, tell their family and friends about the many activities and events at the museum. While the overall benefit to the museum has yet to be determined, this social medium is another tool used to promote the museum.

There are many ongoing projects at the museum and not all of them need to be done on weekends. Anyone who is willing to help, in any way, is encouraged to come on out and help develop your museum. We have something for everyone in the way of volunteer opportunities. Reminder that Railroad Days, Ghost Train and Polar Express will be rapidly approaching along with the need for more volunteers in order to make these events a continued success. Donna McClure has been working hard on scraping, priming and paint preparation on the Wabash depot downtown and working on gift shop inventory. The newly renovated Nelson Crossing Gift shop has received positive feedback from visitors. The ability to move around and view merchandise has resulted in increased gift shop sales for 2011.

Track department has been working on building 3 new switches and 3 tracks for car barn #2. This is the largest track building project in years and being led by Dave Marshall and Syl Keller. By mid-June, the grading was complete, rock hauled in and switch built and installed on the IT main over 2-weekends. Thank you to Bill Crisp for donation of an IT mainline switch stand which has been installed. The current work is focusing on building the first two switches and the #1 track into the building to allow storage of the regular train as soon as possible. The fencing contractor moved the fence around the former Duvall property the weekend of July 9th. This will be the final work relative to the property trade that allowed the new track installation into the building. Following grading of the perimeter of the building, this will be seeded with grass. Scott Rigg is working hard at hand painting several elf figures for this year's Polar Express and will hand letter the IC 50' boxcar over the next few weeks. Scott's hand lettered handiwork already adorns the Nelson Crossing depot with new depot signs for the season and Scott is also repainting the Monticello signs for downtown.



THE BACK SHOP

By Kent McClure

The past winter/spring saw much work move forward on several fronts. Our ex - CRI&P commuter coach #2541, which has been a mainstay car for us since it arrived on the property in the spring of 1972, saw the trucks removed and wheel work attended to. Both trucks were disassembled, with all parts sandblasted and inspected for cracks and wear. New bushings were required in the swing hangers, and several cracked pedestal liners were renewed.

Three pairs of wheels were transported to Bedford Park, IL, to be re-profiled at R&W Machine. Quite a few volunteers got involved in this project, with many items needing done to bring it to



Above: Rock Island coach 2541 is like almost new with new paint, upholstery and now: new wheels. **Below:** the trucks have been completely dismantled, inspected, painted and now awaits arrival of its new wheels.



were done, the truck frames, springs, bolsters, equalizers, and other parts were primed and painted with an epoxy primer and polyurethane top coat. When the wheels arrived back from R&W, truck reassembly was started. The car was finally back down on its wheels about a week before the April deadline, due to the help of our museum's volunteers. Many thanks to Dave Huffman, Ken Kane, Travis Atchison, Matt and Paul Jones, Paul Bundy, Tim Crouch, Syl Keller, Doug Butzow, Tim Jacobs, and others for making this project happen.

Our annual "Spring Fling" saw much work accomplished on two cars. IC coach 2920 saw much work done on a number of windows to reseal them, and also scuff sanding of the body to prepare it for a new coat of paint. After sanding and window work was complete, masking was completed, and new paint was applied. While it was in the shop, time was taken to shim up the trucks to bring the coupler heights back up to where they should be, and to replace a steam heat coupling due to age. Also at this time, new diaphragms were installed on both ends, as well as new diaphragm curtains. Many thanks on this project go to John Bratcher of Tennessee, Lin Smith of Mississippi, Bruce Backus of Georgia, Peter Ni-

completion. Many small parts had to be bead blasted and inspected, parts measured and shims made to bring the various parts back to their as-built dimensions. (Fortunately, some years ago we managed to get copies of the truck drawings, draft gear and end platforms, and brake rigging arrangements, making much of this easier.) After all the inspections

cholson of Evanston, and Brian Higgins of Chicago.

IC diner #4112 was the other car involved in Spring Fling this year, receiving more body filler and sanding, and a new coat of primer. This was followed by yet more filler and spot putty, and will see more spot priming in the near future. The kitchen was pressure washed, but will still need a good scrubbing to really get it clean. More electrical work was done, and some loose ends in the air conditioning side of things were cleaned up.



Above; IC Coach 2920 now sports new end diaphragms.

Left: Coach 2920 is fresh out of the paint shop after receiving a number of windows were resealed.

Work on 401 through the winter was ongoing, with a page long laundry list of things we wanted to do to improve/debug it. It runs well, but there are always things to do to make them a little better. Paul Nelson had set up a pair of radios for use in 401, and has wired them up with speakers and handsets on both sides of the cab, making operation of the locomotive much better, as one can now hear the radio! One item that had not been completed last year was an oil heater, which was not needed during the operation of the locomotive last year due to the warm weather. However, this past April's operation occurred during a rather cold, rainy weekend, and the lack of a fuel heater caused issues with getting enough fuel to the burner. Several of the steam crew worked late into that Saturday evening to get the oil tank heater plumbed up so it could be used the next day. This solved the problems we were having on Saturday, and the temporary heater plumbing was promptly replaced with permanent equipment over the next couple of weeks.

As of this writing, 401 has accumulated approximately 300 miles in our service, and things are settling in. However, June operations uncovered a leak in the right rear cylinder head. This is now being addressed, with the cylinder head off as this is being written. Repairs will be done in time for the scheduled July operation of 401. While the leak was not large, leaks such as this should be addressed sooner rather than later to prevent them from worsening, making them much more difficult to remedy.

Right; The right rear cylinder head is removed to correct a steam leak between the head and cylinder.



While we are talking about 401, I would like to now add the following: This past fall, we were contacted by the organizers of the Steam Festival which will likely have taken place in Rock Island, IL, by the time you read this. MRM was asked if we would be interested in bringing 401 to the festival at Rock Island. We tentatively agreed to travel to Rock Island, provided routing could be established at no cost to MRM. In the end, a favorable arrangement could not be made with the connecting railroads to handle 401 to Rock Island. (It was to be towed, under steam, Monticello to Peoria, thence north up the Iowa Interstate to Bureau, thence west to Rock Island.) We have not talked about this prior to now due to the request we not discuss it publicly until a decision had been made one way or the other. The organizers worked long and hard to make it happen, but in the end it wasn't to be.

Our thanks to Mr. Jason Johnson, Train Festival organizer, for thinking of us, and for making the effort to get us there. While it would have been wonderful exposure for MRM to have equipment at this event, it would also have been much work and trepidation in making a trip of this distance with a locomotive will so little mileage under its belt. (Lots of things can go wrong during moves like this, and they always seem to do it at the worst possible time or place.)



Work on the E8 taking up the other slot in the backshop is also moving forward. Left side structure repairs are now complete, with John Downing now working on replacing the rusted away metal that was behind the ladder up to the cab. He will also finish cleaning and painting the remaining unpainted structure prior to reinstalling the side panels.

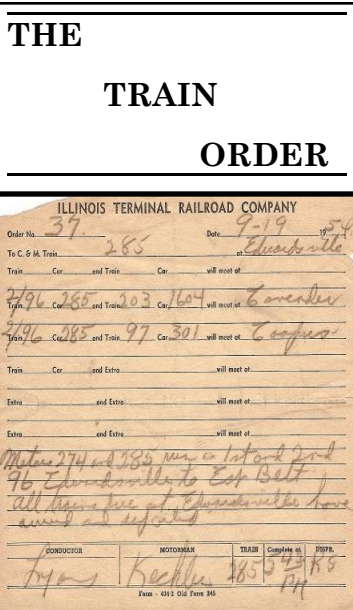
IC GP11 #8733 kept Paul Nelson busy with electrical bugs this spring/summer. None were a serious issue, but it seemed like he'd fix one problem, and another would spring up to take its place. The rest of the diesels have kept him busy with battery maintenance and filter changes, as well as replacing a number of batteries in Milwaukee Road NW2 #1649. (We had some good used spares on the floor, fortunately.)

Of other equipment seeing attention this summer, IC Auto Parts box car #41390 is in the shop for lettering at long last. Scott Riggs has taken on the project of getting the lettering on this car, and he deserves a hearty thanks for getting this done.

There is, naturally, still far more to do to move projects forward. The diner still needs much in the way of interior work, as well as finish paint on the exterior. Help is always welcome on all these projects, just come on out and lend a hand!



Top: Work is underway to restore the body with new sheeting. **Center:** Scott Riggs lettering IC boxcar. **Right:** The NW-2 is assigned to shuttle service from Nelson's to Camp Creek



A MUSEUM WITHIN A MUSEUM

The most frequent asked question by a visitor is ” Where is the museum?” Of course, we are for the most part an *operating* museum with a functioning railroad and static displays of rolling stock. *But*, where is the museum? Well, we have historical memorabilia displays in the cars on Track Number One at Nelson Crossing.....but what about a *museum???*

In response to this question, Judy Jenkins, former Monticello Railway Museum Marketing Coordinator suggested a display at each depot which could be accomplished by adding static and especially interactive displays at the downtown Wabash depot. Now, passengers would have a destination with a purpose to ride.

Memorabilia, stored in the archives, would once again be placed in service as static and interactive displays complete with identifying placards of instructions. The museum was opened to the public with the beginning of this operating season. Try your hand at the telegraph key, ring an engine bell, or an interlocker annunciator bell. Change the signal aspect of a search light “pot” signal or “light up” the PBX operator’s telephone switchboard. Turn the crank and ring the “yard office” phone. All this in addition to the variety of lanterns, oil cans, railroad china and more. Come ride with us and stop in for a visit to this most original depot, right down to the green window shades!



West Wall

Above; A semaphore signal adorns the west wall above a display of passenger timetables. **Below;** The northeast corner on 4/24/11 **Right:** A set of lit caboose markers add that special look on the wall.



Northeast Corner





South Wall



East Wall



Southeast Corner





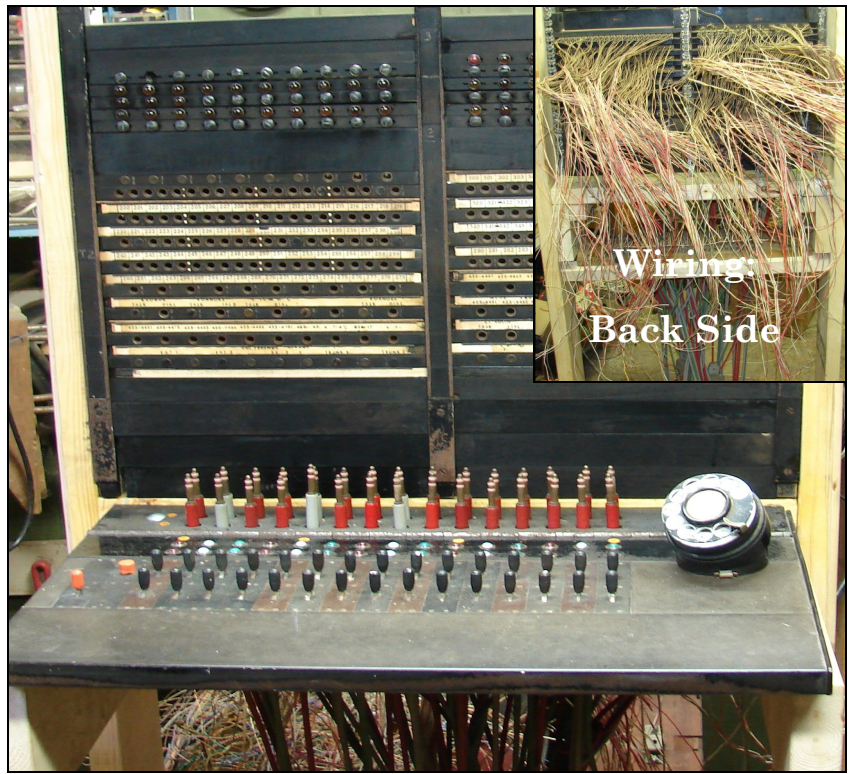
North Wall



Telegraph Key



PBX Switchboard



Wiring
Back Side



Oil Cans



Lanterns

The Timetable

<p style="text-align: center;">Illinois Terminal R. R. Company</p> <p style="text-align: center;">Illinois Traction Division</p> <h1 style="text-align: center; color: red;">14</h1> <p style="text-align: center;">TIME TABLE No. 14</p> <p style="text-align: center;">EFFECTIVE SUNDAY, NOVEMBER 7, 1948</p> <p style="text-align: center;">At 15 MINUTES Central Standard Time Respecting All Special Time Tables</p> <p style="font-size: small;">This Time Table is for the Government and Information of Customers only. The Company assumes the right to vary from it at any time without notice. Hours given and change in time. Study this carefully.</p> <p style="font-size: x-small;">NOTE CAREFULLY SPECIAL INSTRUCTIONS ON PAGES 16, 17, 18, 19, 20, 21, 22, AND 23.</p> <p style="font-size: x-small;">P. L. BROWN, General Superintendent . . . St. Louis, Mo. R. C. GIBSON, Superintendent . . . Springfield, Ill. H. H. SMITH, Asst. to General Supt. . . St. Louis, Mo. G. WOFFORD, Train Master . . . Springfield, Ill. H. B. WELLS, Asst. Train Master . . . Decatur, Ill. G. J. JOHNSON, Asst. Train Master . . . Decatur, Ill. C. F. WARDEN, Chief Dispatcher . . . Springfield, Ill. R. VANCE, Terminal Train Master . . . St. Louis, Mo.</p>	<p style="text-align: center;">Illinois Terminal R. R. Company</p> <p style="text-align: center;">Illinois Traction Division</p> <h1 style="text-align: center; color: red;">14</h1> <p style="text-align: center;">TIME TABLE No. 14</p> <p style="text-align: center;">EFFECTIVE SUNDAY, NOVEMBER 7, 1948</p> <p style="text-align: center;">At 15 MINUTES Central Standard Time Respecting All Special Time Tables</p> <p style="font-size: small;">This Time Table is for the Government and Information of Customers only. The Company assumes the right to vary from it at any time without notice. Hours given and change in time. Study this carefully.</p> <p style="font-size: x-small;">NOTE CAREFULLY SPECIAL INSTRUCTIONS ON PAGES 16, 17, 18, 19, 20, 21, 22, AND 23.</p> <p style="font-size: x-small;">P. L. BROWN, General Superintendent . . . St. Louis, Mo. R. C. GIBSON, Superintendent . . . Springfield, Ill. H. H. SMITH, Asst. to General Supt. . . St. Louis, Mo. G. WOFFORD, Train Master . . . Springfield, Ill. H. B. WELLS, Asst. Train Master . . . Decatur, Ill. G. J. JOHNSON, Asst. Train Master . . . Decatur, Ill. C. F. WARDEN, Chief Dispatcher . . . Springfield, Ill. R. VANCE, Terminal Train Master . . . St. Louis, Mo.</p>
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THE TRAINS PLANES & AUTOMOBILE EVENT

On Saturday, May 21st, the museum held its first **TRAINS, PLANES & AUTOMOBILES** EVENT AT Nelson Crossing. The Southern 401 steam locomotive was pulling the consist representing the TRAINS and the *Chicagoland Thunderbirds* (baby birds) and the *Land of Lincoln Thunderbirds Car Club* furnished the AUTOMOBILES. In conjunction with adjoining Eli Airfield, they were the PLANES aspect of the event, with perfect weather accenting the day. The Horizon Hobbies was also in attendance, displaying Athearn products and Operation Lifesaver was providing railroad safety information. The Wabash No. 6 business car was open for tours on the display lead. The event was developed by Judy Jenkins, former Marketing Manager of the Museum.



Above; With a train load of people, Southern 401 has the honors of pulling the train, enroute to the Wabash Depot in Monticello. *Photo courtesy John E. Sanner* **Above Right:** "A flock of birds" were roosting along the yard entrance; an opportunity to view this rare breed. *Photo courtesy John E. Sanner* **Below Right;** What better place to ride than on the Vista-Gon behind the 401? **Below Right:** John Engstrom, Director Marketing, Athearn Company stands by their display and model train sets.



(L C L *)



LESS THAN CARLOAD



CAMP CREEK BRIDGE WORK COMPLETED

In January, we contracted with Osmose Railroad Services to perform repairs to Camp Creek trestle, perform a current inspection of all structures with a span greater than ten feet, and perform a capacity study of our bridges, as that information was not provided when we acquired the Central Division from the Illinois Central Gulf Railroad.

This past March Osmose completed repairs on Camp Creek trestle. Two piles were posted, ten caps were replaced, and one stringer ply was replaced in two spans throughout the trestle over the course of a little more than one week. These items had been noted as requiring attention during the November 2007 inspection, but funds were not available to complete the repairs at that time in addition to the preservative treatment applied during the inspection. The recent car storage revenue provided much needed revenue to fund these repairs.

In June, Osmose completed the inspection work on our bridges. A comparison of the current inspection report with the 2007 inspection report shows that the timber preservative treatment is working as intended. There has been very little additional decay in the intervening period of time.

At this time we have yet to receive the report on the capacity study.



STEAM SCHEDULE
July
23d-24th
August
20th 21st
September
17th & 18th
October
15th & 16th

Photo courtesy John E. Sanner



On June 4, 2011, museum volunteers are in the process of cutting in the new switch to the car storage building north of the Nelson Crossing depot. The switch will lead to three tracks to serve the building, pictured in the background. Volunteers are most welcome to help with museum projects..

MONTICELLO
RAILWAY MUSEUM
P O BOX 401
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THE NEWSLETTER OF THE MONTICELLO RAILWAY MUSEUM



ARRIVALS
&
DEPARTURES

- **Throttle Time** - April—November
- **[Railroad Days](#)** - September 17th & 18th: Come ride our vintage passenger and freight trains on the former Illinois Central and Illinois Terminal trackage.
- **[Ghost Train](#)** - October 22d-23d, 28th-29th-30th: ALL ages can enjoy a train ride through Camp Creek Hollow with a stop at Cemetery Road... but only the BRAVE should check out our Haunted Boxcar!
- **[The Polar Express™](#)** - November 25th-26th and December nd-3d: Read along with the story as the train makes its round-trip journey to the North Pole.
- **[Lunch on the Train With Santa](#)** - December 3d-4th A train ride and lunch with Santa!!

Check out our website www.mrym.org for events and updates.
Make us one of your favorites on Facebook!!