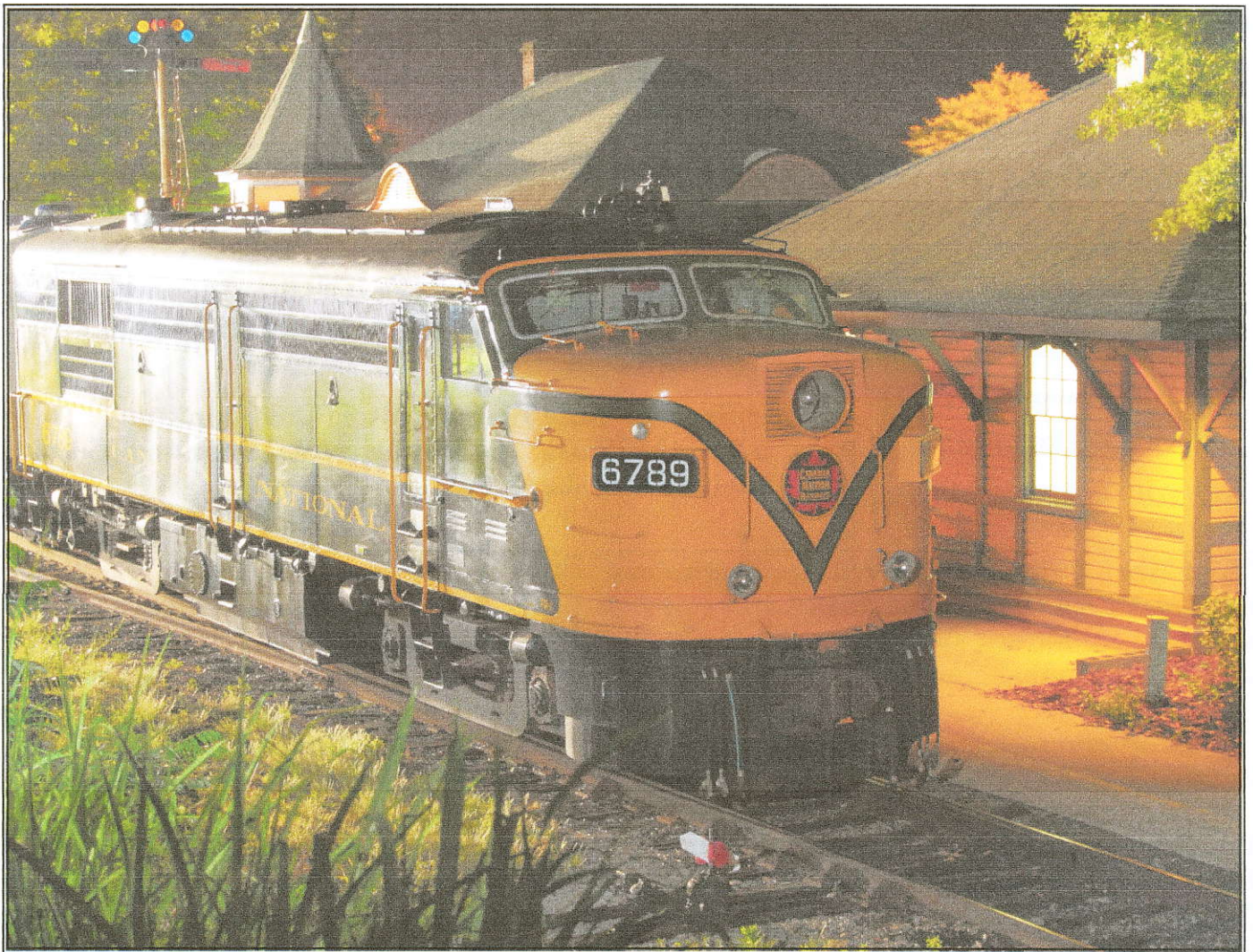


THE YELLA BOARD

Volume 47 Number 1

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

MAY JUNE
2014



Although it may appear to be an HO model scene, in reality it is MRM Canadian Pacific 6789, posed for photos at the depot during the "Streamliners at Spencer" event at the of the North Carolina Transportation Museum in Spencer. Photo Courtesy John Sanner

THE CONSISTVolume 47 No. 1May-JuneObservation PlatformThe Back Shop

F7A 6789 FPA-4 6789

RPCX 1827 "Pocahontas"

IC Diner 4112

The Timetable

The Stair Tower

The Train Order*Streamliners at Spencer:*

"We Were There"

The Last Run

Dan H. Dauderman

LCL Less Than Carload

Wabash Caboose 2824

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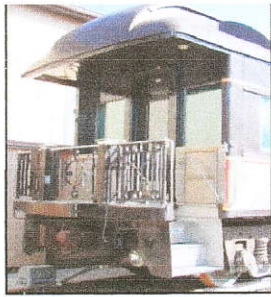
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THE
OBSERVATION
PLATFORM



By Dale Jenkins, Editor

Railfan or Railroader?

Work for the railroad...that is all I ever wanted to do. And, I wanted to be a passenger train conductor. But fate would dictate that my generation would miss this opportunity to do so as the Illinois Terminal would discontinue passenger service in 1956. In 1966, employment was secured with the Illinois Central as an operator-leverman, then the greatest opportunity of all: to work for the Illinois Terminal. In 1968 I was appointed to the position of Special Agent, but yet what I really wanted was to be in train service...as a conductor. However, the Special Agent's position would prove to be one of life's greatest adventures, coming to a close with retirement in 2007.

I was blessed with the opportunity to be a "railroader", which is more than a just a job, but rather a lifestyle which is the basis for this moniker. But yet, I was a railfan as well: a passion for trains: modeling, photographing, studying the history, or just plain admiring the railroad itself. Of course I had the opportunity to meet other railfans during the course of my career and there always seemed to be that one question that I would ask, "If you like railroads, why didn't you go work for one?" The answer would vary from that is not what I wanted to do for a living to I tried to get on with the railroad but couldn't. In addition, there was also one common response with: "I like trains and this is how I get to enjoy my hobby".

Well, in 1972, I became a member of the Monticello & Sangamon Valley Railway Museum, later to be renamed Monticello Railway Museum. It was here that I got to achieve a lifelong dream, as I was invited by Charlie Inman, the sole uniformed conductor of the museum at the time, to come join him aboard the train...as a passenger conductor! From that day forward, I have had the honor and pleasure to serve in this capacity, sharing the enthusiasm with passengers and fellow museum members.

I pose this question to you the reader of this story: You have an interest in trains, then why not further explore your interests in railroading. We are a volunteer group that all share the same passion for railroading. We each possess a personalized skill unique to us that could be a valuable contribution to the museum and yet accomplish the personal satisfaction of performing that railroad function of interest. In an age when volunteers are a dwindling number, your participation is not only requested, but in dire need of. The active members at the museum are as well dwindling in number, with the work and responsibilities falling more on fewer. Do you have a weekend day, or a day during the week that you would like to put your skills to work? How about not a specialized skill, but an everyday interest in being part of the museum that you will find that suits your niche? You decide. There is always something for everyone at the museum ranging from interaction with the public to working on an individual project. The best way to get started is to become involved by contacting any member at the museum for guidance. The end result, is the accomplishment of being both a railfan and a railroader by volunteering at the museum. Where "I've Been Working on the Railroad" Becomes a Reality!



John Sanner photo

THE BACK SHOP

By Kent McClure

Chief Mechanical Officer



The spring/summer of 2014 has seen work on several fronts, with some of it necessary before CN FPA-4 #6789 and Wabash F7 #1189 left for Spencer, North Carolina for the North Carolina Transportation Museum's "Streamliners at Spencer" event. Much work was done, particularly on Wabash 1189, to make sure both units were in the best shape possible for the long trip were thoroughly

to/from Spencer. Both units washed, both inside and out. #1189 also had the engine room floor acid washed, primed and repainted, something that has needed done for years. Thanks to both Donna McClure and Tylene Crouch for their help in cleaning/painting, Paul Nelson for his work in an ice cold engine room all last winter prepping the locos for this trip, and John Sciutto for his help with under body cleaning, and running gear inspections. In addition to NS's mechanical inspection of both units, we requested our FRA mechanical inspector come out and look at them both as well. We wanted as many knowledgeable eyes looking at them as possible to assure we were not missing anything before departure.



Both units traveled together to Spencer, with no issues en-route. MRM sent two members, Bill Crisp and Tim Crouch, to act as engineers/representatives for our units, and to otherwise assist with the event as needed. Also traveling to Spencer to lend a hand with MRM's table and other projects were Syl Keller, Larry Smith, Doug Geshiwm, John Sciutto and John Downing. Much "networking" was done by our members while there on several fronts, which will likely lead to other opportunities down the road. At the close of the event, 6789 returned west in the company of IRM's equipment as far as Ft. Wayne, IN, at which point it headed for Decatur. 1189, on the other hand was held at Spencer for another day or two, as it was going somewhere else. #1189 is currently in Altoona, PA, undergoing some work at the Ex-PRR's Juniata Locomotive Shop. NS has graciously agreed to assist with the work required as it is far easier for them to do at Juniata than for us to attempt to do it here. It is being done at their schedule, so the locomotive will likely not return to Monticello until later in the fall. Rest assured it is in good hands.



We have ordered a new radio for use primarily in #6789, and have also ordered a pair of used/good order clean cab radios to replace the remaining Aerotrons, allowing Paul Nelson to retire most of them, and just retain a couple as emergency spares. This all stems from the narrow banding requirement that went into effect recently. The radios we are using are narrow band, but have had some issues, causing Paul to come to the conclusion that we should really get some newer radios in place.

Spring Fling this year consisted of mostly IC Diner 4112, and Rock Island Coach #2541. #2541 had its roof sandblasted and repainted black and clear coated. The previous coats of paint were failing down to the galvanized roof material, with the failure starting last year. The primer used previously was not good for use on a galvanized surface, but worked ok until the latest repaint. At that point, the total coating thickness caused the base primer to lift right off the substrate, and curl up off the roof. The sides of the car, not being galvanized, have had no problems. This project used the entire spring fling crew as blasting is always a big job. Part of it was made worse when the plastic masking fell off one side of the car, requiring two people to hold up a wooden shield between the side of the car and the roof to prevent the side of the car getting blasted. Trying to re-attach the masking is futile in these cases as the car is cov-

ered in blasting dust. The car then had to be carefully washed to keep water off the roof, re-masked, primed and painted. After that was complete, the car interior was cleaned of blasting dust and sand which made its way into the car by way of the overhead vents. Much thanks go to everyone involved, but particularly John Bratcher and Peter Nicholson for holding up the blast shield after the initial masking fell off the car. That was a most miserable job.

RPCX #1827, aka "Pocahontas" also received some attention, with Bruce Backus re-wiring the electrical locker, and adding overhead heat to the HVAC system. The car has electric sidewall heat, but only minimal amounts of it, so during our cold winters, it cannot keep up with the demand. The overhead heat addition should help greatly with the general temperature level in the car, as well as the problem of condensation on the windows themselves. Installing the overhead heat assembly required the car be shipped to allow removal of the roof hatch without worry about changing weather conditions. Of course, the heater assembly wasn't quite a direct bolt-in replacement, so some fabrication work was required to get it to fit properly. Later in the season, after our "Fireworks Train", the air conditioning condenser fan/motor required replacement due to the motor dropping out due to overheating. It ran nearly every day during the summer of 2013 at North Carolina Transportation Museum, so I don't feel that's too much to ask.

IC Diner #4112 has consumed the most time, with Spring Fling moving this project forward in a large measure. During Spring Fling, the car spent some time outside, which allowed us to find a leak in the roof sheets, as well as some windows with leaky gaskets. All these issues were tackled as they appeared. The other large step was the cleaning of the kitchen had progressed far enough to allow the stove to be fired. Many, many thanks to Tylene Crouch, John Bratcher, John Sciutto and Paul Bundy for their efforts in getting the kitchen cleaned up, but particularly to Tylene and John Bratcher, who both spent much time contorting themselves in all kinds of unnatural positions to try to get the place clean. There was really an unbelievable amount of grease on, in, around, and under the stove and adjacent thereto. John Sciutto also spent a bunch of time repairing the oven and firebox doors on the stove, fixing holes that had rusted through the oven walls, and cracks in the cast iron cooktop. All this effort did come with a reward of sorts. After all the cleaning was done, John Sciutto lit the first fire the stove has seen in about 54 years, and proceeded to cook dinner for the Spring Fling crew. Steaks from the Grill, baked potatoes from the ovens, salad, veggies, and all that good stuff were served up from the diner kitchen. Chef John was rewarded with a round of applause from the diners when he appeared from the kitchen. As it turns out, we find he has yet another skill... He's a damn good cook!



Kent McClure photo

Tylene Crouch stuffs herself into the fuel space of the diner stove, scraping out grease and rust prior to painting .



Chef John Sciutto working the grill in the diner.

Other diner work completed this spring/summer was leak testing and filling of the generator fuel system, done by Mark Weckel. The new generator was then test run and after some initial electronics bugs, now runs very well. Spring Fling saw the installation of the remaining dining room trim, and the detail work of replacing broken off screws in the kitchen stainless sheeting, a job attacked by Linn Smith, who stuck at it until it was done. (Don't want exposed holes in the kitchen, makes things hard to clean, not to mention letting water back into the walls.) Another job recently tackled was the reinstallation of the under-car water tanks, which required much new steel to be welded into place under the car to replace the rusted away original steel that supported the water tanks. Some



One of two water tanks reinstalled under the diner. Note new steel water tank supports and entire area above/around tanks painted white to protect the steel from further corrosion and to make work inside the water tank enclosure easier to see in the future.

additional reinforcement was also required to a needle beam that was badly wasted by rust. Many thanks to Jeff Tillman for his help in welding new material into place. After all the new metal required was in place, the entire area encompassed by the water tanks was acid washed, and painted to protect the steel from further corrosion. The car was then placed over our drop pit, and the water tanks lifted into position in their brackets, and tack welded into place. After tacking, the tanks and brackets were lowered, and final welding of the tank brackets was done. The tanks were then lifted back into position and bolted in. Once both tanks were in place, drain and clean-out plugs were removed and the tanks washed out. After washing, the tanks were closed up, and charged with water and a heavy dose of chlorine. (The car water system had been previously tested by connecting a garden hose directly to the car.) After charging the car air system, the water raising system was cut in. This applies air pressure to the water tanks, thereby forcing the water in the tanks up into the car's water system. Many thanks to Ken Kane for his repair work in soldering up all the piping in the kitchen and hallway ceiling that had to be

repaired... not a leak was found in his repair work. After fully filling the system, including the hot water tank above the hallway ceiling, another search for leaks was done in and under the car... at which point we found a leak in the 2" tank-to-tank jumper pipe, (bad solder joint in original pipe) and also four leaks in one of the tanks. Sigh... So, back out comes the leaky tank, and repair work started. This tank has also had some previous repairs done, by most likely the IC at some point, as there are three good sized patches on it now. (The tanks had previously been tested with compressed air before they were removed from the car, but the air test did not reveal the leaks we found upon reinstallation. But, the leaks DO explain why the car framework and water tank supports were so rusted... it appears the leaks had been there for a long time, dripping inside the sealed up insulated box that surrounds the tanks, keeping everything inside the enclosure moist, if not outright wet.)

New chairs have been ordered for the diner, with the new ones being made in Michigan by MTS Seating. Originally we had intended to use authentic diner chairs, but we do not have a full set of matching chairs, nor do we have a full set of diner chairs, being about a dozen short. On top of that, the cost to re-finish and re-upholstering the existing chairs was going to be higher than the cost of the new chairs. So, the decision was made to purchase a matching set for this car. At the time this is being written, the new formica wall covering for the dining room is about to be installed, replacing what we installed a couple of years ago, that failed to bond properly to the wall. The failed bonding caused the formica to bubble and bulge after all the trim was installed over the past winter. Many thanks to Paul Bundy, Eric Schafer, and others who spent much time stripping off the old formica, and then stripping off the adhesive. This is a slow, tedious job, but necessary to allow for good bonding of the new material. Once the new formica is installed, the wall trim will be reinstalled, then we'll be in a position to install the new carpet and flooring. Stove and kitchen work is ongoing, with stove heat exchanger repairs underway now, and with more cleaning yet to be done in the kitchen as well. Our intent is to have the car ready for Polar Express this season, but there is still much to do.

Southern steam locomotive #401 has been running this season without issues of note. The rear pair of drivers now have lube lines installed to the flange oilers, allowing us to remove the dry type that were installed in the interim. This will help minimize flange wear on this pair of drivers. There have been flange oilers on the front pair of drivers since it began operating.

Please come out and lend a hand, there is always much to do!

Illinois Terminal R. R. Company

Special Traction Division

14

TIME TABLE No. 14

EFFECTIVE SUNDAY, NOVEMBER 7, 1948

At 12:00 P.M.

Running as follows:

This Time Table is the Department of Public Safety's special traction division for the purpose of providing safe and efficient service to the public during the winter months. It is subject to change without notice and is not to be used for any other purpose.

NOTE: SPECIAL SPECIAL DIVISIONS ON THE ILLINOIS TERMINAL R. R. CO. IN THE STATE OF ILLINOIS.

J. S. BROWN, General Superintendent St. Louis, Mo.
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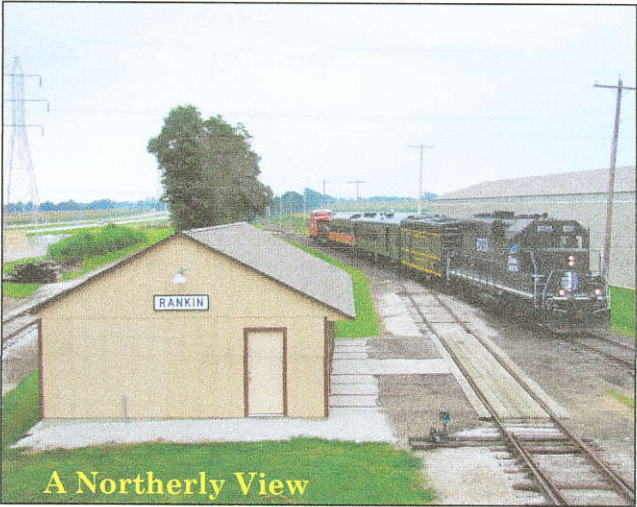
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The Timetable

THE RICHARD P. STAIR MEMORIAL TOWER

Richard P. Stair was a life time member of the museum and an operator-leverman for the ICRR at Champaign Tower. He was a mentor to many U of I students and railfans and carried this passion to the museum and its volunteers.



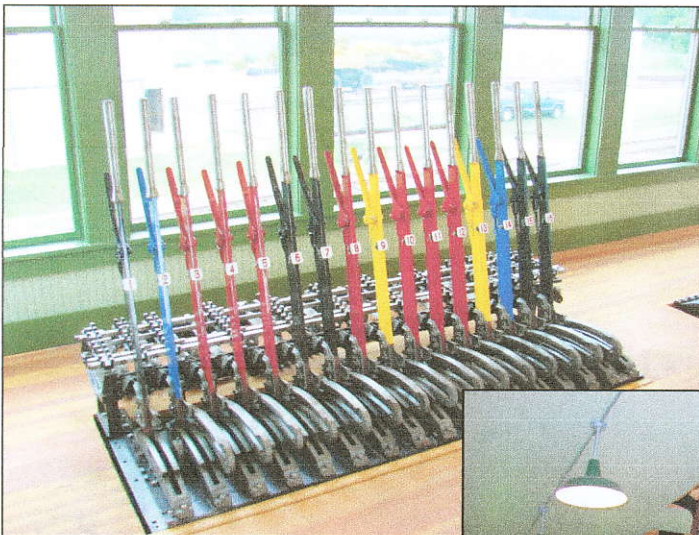
By Neal T. Grant, Signal & Communications

Work continues toward the completion of Stair Interlocking. The museum was contacted earlier this summer by the Douglas County Museum regarding deaccession of the former Tuscola Tower interlocking Machine. Their group obtained the style "A" lever plant shortly after Tuscola closed, that material has been in storage since that time.

Owing to a terminating lease on the building where the parts were stored, they asked if MRM would like to have a chance to obtain the material. Monticello Railway Museum compensated the Tuscola group for the material and it is now stored at MRM.

When our museum obtained the Gibson City machine many years ago, only 17 levers were left. With the addition of the Tuscola parts, eleven levers are added to the mix. Also in the Tuscola collection were several "circuit controllers" which are electrical switches operated off the levers.

The Tuscola Interlocking guarded the intersection of the C&EI, B&O, and the Illinois Central. Today the interlocking plant is fully automatic and the roads are UP, CSX, and CN. The Tuscola and Gibson City lever interlocking machines both are style "A" lever plants, thus all the parts are compatible.



Above: The ATSF Ry Smithshire, IL levers are now in place. Right: In the basement of the tower, the interlocking bed.



Above; Progress is being made with the installation of the levers from the IC Gibson City Tower.

ILLINOIS TERMINAL RAILROAD COMPANY	
Order No. 37	Date 9-19-54
To C. & M. Train 285 at Edwardsville	
Train Car and Extra	Co. and kind of
779e Call 85 and Extra 22	Co. all kind of
779e Call 85 and Extra 27	Co. all kind of
Train Car and Extra	all kind of
Extra	all kind of
Extra	all kind of
Approved by: Mrs. Keller 10/5/54	
Prepared by: Mrs. Keller 10/5/54	Checked by: [Signature]
Job No. 112 Date 9/19	

**THE
TRAIN
ORDER**

Streamliners at Spencer: "We Were There"
By John Scuitto All Photos Courtesy John Sanner

The museum was invited and attended the 2014 "Streamliners at Spencer" event held at the North Carolina Transportation Museum the last weekend in May and first of June. Attendance at the event was culmination of months of preparation work to get Wabash F-7 #1189 and CN FPA-4 #6789 ready for the event. The preparation work was led by Kent McClure. There was no major work getting the units ready for the trip. Rather, years of "punch list" items needed to be done in a couple of month time frame. Other members who helped get the units ready were Donna McClure, Tim and Tylene Crouch, Paul Nelson, Paul Jones and John Scuitto.



McClure, Tim and Tylene Crouch, Paul Nelson, Paul Jones and John Scuitto.



Representing the museum at the event were: Tim Crouch and Bill Crisp, the assigned engineers. Assisting with locomotives and overall event were John Downing and John Scuitto. Syl Keller, Larry Smith, Doug GeshiwlN Ted Lemen and John Bratcher rotated and staffed the museum's display that was located in the Spencer Roundhouse. Many brochures and color flyers along with Iron Horse Times were handed out to visitors. Many attendee's had many positive comments towards the museum and our locomotives in attendance. Many folks told us they had visited the museum, several years ago, but planned on attending again when they viewed various museum DVD's shown during the event that illustrated the growth and expansion f

the museum along with additional restored equipment and displays.

The event was open to public Thursday through Sunday with a daily schedule of events. The advance museum group arrived on Tuesday to set-up the museum exhibit and final preparations on the locomotives (remove temporary RPCX signs, install radios, brake tests, etc.) Each day started with a safety briefing conducted by volunteers of NCTM.





NCTM is the perfect location for an event such as this. While the length of the train ride is limited (about 1 ½ mile round trip out and back on the museum's switch back track arrangement) the museum is a perfect example of a railroad division point steam locomotive terminal. Centered by the original locomotive back shop, master mechanics office and 35 stall round-house, most of the facilities from the steam era were left intact. Other facilities on the property include sand house, water tower, locomotive stand pipe, store house and oil house. The roundhouse is a museum within a museum with several specialty displays in different stalls. One side of roundhouse houses the restored equipment in the collection. Other portions display a aviation and automobile exhibit, and separate children's area. Several displays at the museum were interactive. Centered in the roundhouse are the restoration and maintenance stalls.



The daily schedule of events included all operating locomotives present at the event. MRM locomotive #1189 pulled the passenger train on Thursday afternoon; ##6789 pulled the freight train on Saturday morning to the delight of thousands of attendee's. Both engines were rotated, on different days, and focus of cab tours located inside the diesel stalls in the roundhouse. Visitors could tour the cabs, entering and exiting at floor height. This was a tremendous opportunity to showcase the museum's equipment and interact with visitors.





Lines were long both afternoons when the museum equipment was open. When the locomotives were not on display for tours or pulling trains, the locomotives were staged on various tracks leading to the roundhouse and participated each day in the parade of power. All locomotive moves were led by NS trainmaster assigned to NCTM. Nothing moved without his direction. At all times, we had a licensed NCTM pilot in the cab. During the parade of power, each locomotive would be run on to the turntable and turned a couple of times to allow photographs while a narrator described the details and history of each locomotive. Each unit then run out the round house lead track and then back down another track to the turntable be-

fore being placed back on the round-house tracks. This took up the majority of the afternoon each day. As Sunday afternoon wound down, the units were called for their final parade of power and units were blocked for shipment on NS Sunday evening. Signage was reinstalled, radios, reversers and brake handles removed and brake systems set up for travel.

Overall, despite the hard work before and after the event, this was a fantastic event for the museum to attend. Many new contacts and friendships were established with the other museums and individuals at the event, NCTM volunteers and NS employee's. Everyone at the event was very professional and went out of their way to welcome MRM at this truly memorable event.

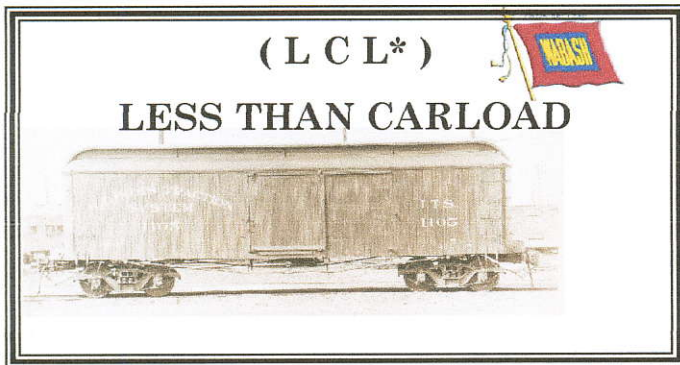


THE
LAST
RUN



Dan H. Dauderman

Dan H. Dauderman, age 70, passed away August 9, 2014, due to a farming accident on his farm near Alhambra, Illinois. Dan love for trains would bring him to the Monticello Railway Museum where he would perform duties as conductor for over 24 years of dedicated service. Dan's pleasant and friendly demeanor would promote the best interest of railroading as well as MRM. Memorial contributions may be made to Memorial Fund; Salem United Church of Christ.



James Holzmeier, Project Manager, Wabash Railroad Historical Society's (WRHS) Caboose #2824 restoration project.

Since January of this year, a concerted effort to finally complete the exterior restoration of the #2824. To that end, we have been able to replace all six of the body side window sashes; the new sashes are made of either Spanish cedar or Mahogany (water-resistant woods). Thanks go to Jim Roach of Decatur and Tom Marshall of LaPlata, MO for the new window sashes; also to Dave Berndt for coordinating with Mr. Roach for us! The rusted-

through window tracks have been removed, and the new window sashes now ride up & down on new window tracks made of rot-proof PVC material. Brand-new weather strip on the body side windows will keep the moisture out of the caboose via that route. Kent McClure was able to order us some replacement weather strip for our cupola sliding windows and replacement wiper seals on these sliding windows will keep the rain & snow out of our cupola from now on.

All in all, around a dozen different work sessions have resulted in the caboose being nearly ready to sandblast & paint. Some panel grinding does remain to be finished before this task can be completed. The cupola, body side & end doors windows are blocked with plywood, to prevent blasting media from entering the caboose. Two separate work sessions will be scheduled during the early fall of this year: one to sandblast & primer and the other to complete the painting process.

We would also like to hear from any ex-Wabash/N&W employees who might've worked in or around the cabooses during their service life. Any and all guidance from such folks would be truly appreciated, as we want to accurately equip the caboose as it was in the early 1960's. Interior photos of Wabash cabooses have been extremely difficult to come by, and we are looking for those to help in the restoration, as well.

It is the intention of the WRHS to repaint the #2824 into the R/W/B paint scheme. If you would like to know more about the Caboose #2824 project, video & still image updates have been posted on the WRHS Facebook Group, located at <http://www.facebook.com/WabashRHS>. The WRHS has its own web-



MONTICELLO
RAILWAY MUSEUM
P O BOX 401
MONTICELLO, ILLINOIS 61856

THE NEWSLETTER OF THE MONTICELLO RAILWAY MUSEUM



ARRIVALS & DEPARTURES

- [Railroad Days](#) - September 20-21: Come ride our vintage passenger and freight trains on the former Illinois Central and Illinois Terminal trackage.
- [The Polar Express™](#) - November 14-15, 20-21, 28-29-30 , December 5-6: Read along with the story as the train makes its round-trip journey to the North Pole.
- [Lunch with Santa on the Train](#) - December 6th and 7th: Enjoy a train ride, individual visit with Santa, and kid-friendly sack lunch. This event is hosted by the Monticello Chamber of Commerce

STEAM SCHEDULE

August 16th—17th

September 20th– 21st

October 18th—19th