

THE YELLA BOARD

Volume 51 Number 1

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

May
June
2018



It is a hot summer night in Central Illinois as the crew and passengers await the Stair Tower operator to complete the train orders to continue the journey onto the destination city of Monticello. Soon, with a sound of the whistle, the 401 will slowly maneuver through the interlocker and onto the mainline for a wide-open run.

Photo Courtesy Steve Smedley

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**THE
OBSERVATION
PLATFORM**

The Purpose of Preservation



June 2018

The purpose of the Monticello Railway Museum is the preservation and presentation of the history of central Illinois railroading. With this, the museum provides an educational experience of observational displays and hands-on experiences. In addition, an archives is maintained on the property to preserve both historical document and artifacts. The museum provides information for the present and future generations to look back into a by-gone era of railroading.

The railroad industry has changed drastically over the past generations of railroaders, and will continue to do so. The changes can range from steam locomotives to diesels, or oil to battery hand lanterns. As well, traditions change, such as the family members of one generation following in the footsteps of another, or the red caboose being a familiar sight on a passing train. Even the colors and flags of a variety of railroads melt into one company or another. Through the ages, generation after generation have had a fascination with trains and railroading, but this romance and interest seems to be fading. However, the museum functions to inspire this fascination with an insight of how the various pieces of now-obsolete equipment functioned, what were the duties of the various employees, or just a glimpse of curiosity of what it was like in the “old days” along with the romance of railroading.

With this, the museum carries the “Mantle of Responsibility” to preserve and present this history. The statement “Where I’ve been working on the railroad becomes a reality” quite well sums up the opportunity to you the member. Through the efforts of preservation, both steam and diesel *railroading* exist to those not employed in the railroad industry. Why stand track side and watch the train go by, when in fact you can be *on a train*, rich in railroad history, and be part of the train. Of course, “each to their own” as being an operating railroad, opportunities to participate in a variety of activity is available ranging from working on the track to repairing the equipment. For those of the history focus, an extensive archives requires your skill set. The opportunities to participate in “railroading as it once was” abounds for the member.

It will take **you** to help continue the preservation and presentation for the future generations to visit this world-class museum, achieved only by the dedication of the members, but we need **you** to continue. Won’t **you** consider volunteering and add meaning to the statement “*Where I’ve been working on the railroad becomes a reality*”?

Dale Jenkins
Senior Conductor



THE BACK SHOP

By Kent McClure

Chief Mechanical Officer

Wabash F7A #1189 Paul Nelson replaced the main generator decay relay, replacing the original unit with a much more modern model. (Old ones are no longer supported.) This should help with the transition issues that cause quite a flash and bang in the parallel contactors when they open during backward transition. This locomotive has been out of service up until June accumulating out of use credit.



Art Purchase photo

ALCO FPA4 #6789 has had no issues this past fall/winter, and has been running well after Paul's work of re-sealing oil and water piping. It has also been out of service accumulating out of use credit until July.



Art Purchase photo

Milwaukee Road NW2 #1649 In the previous Yella Board, we reported oil analysis showed this unit had excessive fuel in the lube oil. The oil was changed, and Paul found and corrected a fuel leak that was causing the high fuel reading. The oil pressure when hot, while still at the low end of things, appears to be not as bad as feared, meaning we may be able to avoid replacing main bearings for a bit yet. We have not used the unit for a weekend of service yet, and that will be the true litmus test. We have used it for some other moves requiring a six mile trip on a hot day, and had no issues with it, so the primary problem may have been the high percentage of fuel in the oil reducing the lube oil viscosity to the point we were seeing low oil pressure when hot and

idling. Another oil analysis will also be done to assure us we've found the source of the fuel contamination.

IC GP11 #8733 was in service at the opening of the season and for throttle time, and has been working well with no issues of consequence. It has also been used on most storage car moves over the past winter/spring.

Southern Steam Locomotive #401 Passed its annual inspection in April, and has been in service as usual this year. There was a photo charter this past May, coinciding with the May steam weekend, with the loco under steam for four days, between the photo session and the weekend. The right hand check valve was getting pretty scaled up and sticky, so that was acid washed in June, and we will likely be making a new one shortly so both sides will have replaceable disks made of PEEK.



Art Purchase photo

IC Diner #4110 New carpeting is on hand awaiting installation, along with new rubber flooring for the entryways and hallway. As noted in previous issues of this publication, the carpet is a custom weave purchased for this car, and 4112, after we found, through photographic evidence, that both cars were equipped with the same carpet after their last remodeling with the Illinois Central. The new rubber flooring is a VERY close match to the original, and was found in Roppe Rubber products floor covering line. This past Spring Fling saw the painting of the car exterior completed. All but one dining room window are installed, and trim is being cleaned up and reinstalled. (Thanks Carol Jones and John Sciutto!)

(One dining room window is still blanked, with a window air conditioner stuffed in the opening to keep the dining room halfway tolerable during this summer's work inside the car.) Work on the car's air conditioning system is ongoing, with Bruce Backus wiring the new system mounted in the Waukesha frame, and Jeff Tillman completing top, bottom, and all side and end covers for the new unit. Time has been taken away from that project by CN 15421, our steam generator car. There is still work to do adding electric heat and controls for same for the water tank enclosure. Once the rubber flooring is down, there is lots of trim to clean up and reinstall. Both diaphragms are now installed, and the car is fully painted. There is also work yet to do on refrigeration systems for at least a couple of the units so the car can be easily used for Polar Express. We also need to disassemble the steam heat connectors, clean up and lubricate the moving portions of same, and reinstall them. There will also need to be some attention to shut-off valves in the steam system, as well as pressure regulators to the kitchen.



Kent McClure photo

IC Combine #892 As noted elsewhere in this issue, IC 892 will have new interior sash and shades by Polar Express, which should add to our guests comfort, and mostly complete the interior restoration of this car. This complements the John H. Emery Rail Heritage Trust for their most generous assistance!

This car has also developed a steam leak in the coach compartment. Fortunately, the way the car is plumbed for heat, we can shut off that portion of the loop and not lose all the heat on that side of the car. Fixing the leak will be somewhat tedious, requiring removal of two seats and bases, and one length of radiation cover to access the offending pipe. It will have to be cut out, with the remaining pipe threaded in place, and that is always fun. Then a new section put it and crowding in a union so it can be reconnected.



Art Purchase photo

IC Coach #2612 Spring fling saw some work done on this car. It finally came to pass that 60 volt light bulbs, specifically T10 type tubular lamps, 25 watt, are not available. These are used in the reading lights over every seat. So, a plan was made and we have converted only the lighting circuits in this car to 110 volts AC, to allow use of contemporary lamps in these fixtures. In most cases, the lamps installed are LED, with the exception of the reading lamps, as an LED equivalent of a T10 shape with the lower lumens of a 25 watt lamp are not yet reasonable in price, being

around \$10.50 ea. in quantities of 50. The same incandescent is about \$0.72 each. Many thanks to Bruce Backus and Don Graab for their efforts, sweltering inside the locker, and under the car, in making this change. We still need to replace the A-end diaphragm on this car with a new old stock diaphragm we have on hand.



We have also removed the Waukesha Ice engine from the car, and will likely swap it out with the one that was on IC 4110, to see if it can be made operational with not too much trouble. It was rebuilt by one of the members of Pacific Railroad Society when the car was still in its early years in Los Angeles, but was never used. (Neither the car, nor the Waukesha)

CN #15421 Our ex-Canadian National Steam Generator Car is undergoing extensive changes. When we purchased this car, it was with the intent of using the steam generator in one end of the car for supplying steam for heating our cars during winter events, and replacing the second steam generator (steam generator cars usually had two steam generators) with an electrical generator to also provide power for train lighting and air conditioning. We have purchased a “new” (to us) HEP generator to replace the one currently in the car. It’s quite a jump in all categories. The old one is a Detroit unit, built in 1944 for the Signal Corps, then sold surplus to a telephone company as a standby unit. We purchased it in 1994, with only 500 hours on it. It was installed in the car in September of 1994, with our use adding about 4000 hours. It has been relatively trouble free, with a couple of excep-



New Onan 175 KW Generator for our head-end-power.

Kent McClure photo

tions, mostly related to its age. At this point however, it has become too small in regard to its electrical capacity for our current Polar Express, and engine parts for this early model engine are getting scarce. The current unit is a 60 Kilowatt model, and the new one is a 175 Kilowatt unit. This newer unit is also somewhat younger in age, having been built in 1987. It too, was a stand-by generator, for a hospital in this instance, and has only 700 hours on it. Even though it is low hours, it has a few things that needed attention, mostly from just sitting. The biggest is re-coring the radiator, as the old one was leaking at the top tube header, rather extensively. It also needs new alternator mounts, and the fuel pump needs some work to take care of a leak. Its installation will also require some serious changes to the electrical system as well, requiring new wiring between the generator and the car, and new power distribution to handle the vastly higher current that will be available.

This project got a big hand from Kevin Steckel, who came out from Pennsylvania for Spring Fling, and spent nearly the entire time working on cad drawings of the car interior and equipment, working out where we could move what to determine the best way to fit in the new generator. The upshot was moving the car air compressor (used for atomizing air in the Vapor steam boiler) to the opposite end of the car would work, and give the space needed to fit the new generator. That required much work on the part of Bill Lygiros and Matt Kluge, to whom fell the task of disassembling the air compressor and it's stand, and getting both out of the car (along with all the other "stuff" that had accumulated over the years, and was otherwise in the way). Bill and Matt then modified the frame, making it a better fit for the new space, and got it moved into the opposite end of the car. Jeff Tillman then got involved, bolting down the frame, and re-plumbing the compressed air system in the car, and running new conduit as needed to electrically re-connect the compressor. With the help of George Roadcap, he also re-installed the air tank on the frame, modifying an old radiator opening in the car wall in the process to allow crowding the air tank against the wall. Jeff and George then re-mounted the compressor on the tank, and connected the car plumbing to the tank. George then helped with creating and adding new brackets for air piping. This photo shows the interior of the Steam generator car. The



Kent McClure photo

empty space on the left was the home of the car's air compressor.



Kent McClure photo

Right: Compressor in its new location in the opposite corner of the car, with new plumbing and conduit work.

Left: The interior of the Steam generator car. The empty space on the left was the home of the car's air compressor.

IC 100040 This car, originally a GM&O cement hopper, has been sanded and prepped for paint by Dennis Slone and Paul Bundy last fall. This year's Spring Fling saw Dennis and John Bratcher washing the car one more time, then priming it. After

priming, to make the car ready for finish paint, required much sanding and yet another bath. The lettering areas of the car have been painted black, and the lettering masks are on hand but have yet to be applied so finish painting can commence. Part of the hold-up on finish paint has been shop space to actually get the car indoors for the final steps.



Kent McClure photo

Fresh out of the paint shop, GM&O cement hopper #80129 (previously IC #100040) gets it's restoration portrait taken. Many thanks to Dennis Slone, John Bratcher, and Paul Bundy for their efforts in getting the car to this point. Many thanks to all those who helped with these projects this past winter/spring, much has been accomplished, and none of it could have happened without your hard work!

Kent McClure
CMO

BUIDINGS

(L C L*)

LESS THAN CARLOAD

When people think of doing work at the Museum, they usually think of train operations, and work on the cars and locomotives. What they don't think about is work on the buildings – especially buildings other than the depots. But as you all know two of our recent property acquisitions have involved buildings – the Duvall House and the Wabash Center (VFW).

Based on drawings we found in a closet, the building we know as the Wabash Center was built for E.E. Hubbard & Son Plumbing Heating & Appliances in late 1950 – early 1951. The Piatt County VFW bought the building in August of 1990, and commenced on several projects to improve or modify the building, one of which was the roof. Files indicate that a new EPDM roof was put on by M & A roofing of Mansfield in 1996.

Last year we noticed leaks in the kitchen area of the building. I had previously blamed the leaks on the kitchen exhaust fan. Last summer Dave Marshall & Syl helped me lift the fan off its curb and I raised the curb and re-flashed it. So when we still had leaks this spring, I looked further. (Imagine my surprise when I went to move a punch bowl in the upper cabinet in the north west corner and found it was full of water!) The building was built with concrete parapet caps. After 67 years of exposure to the elements, the caps were failing. In places there were substantial chunks missing, and those areas were letting water into the wall. The rest of it was crumbling and would have more missing chunks if not repaired. So I spent a few “quality” weekends using patching cement and simple forms to rebuild the missing areas then coated the parapet with Thoro Seal.

At 22 years old, the EPDM roof will need to be replaced within about 8 years. Currently, there is no insulation on the roof. The only insulation for the roof and ceiling is the fiberglass batts on top of the ceiling tile. (This is a real pain to deal with when trying to run wire for the PA system). The plan is that when we replace the roof, we will insulate the roof. This will make the building more energy efficient, but will significantly add to the cost of the roof replacement. So for now, I am doing all I can to keep it water tight.

POLAR EXPRESS

The polar express planning committee has been meeting semi regularly to prepare for Polar Express 2018. This year we will have 32 trains over a 12 day period. IC dining car 4110 has been added to the consist for Polar, causing us to have to re-organize the cars to balance out Hot chocolate serving and Santa progression. As usual, all of the coach seats have been sold. However there are still tables in the dining car available as well as private cars. (IC#7). We will soon begin painting panels to add false front “buildings” to the North Pole.



Art Purchase photo

Monticello Railway Museum Wins Grant from Emery Trust



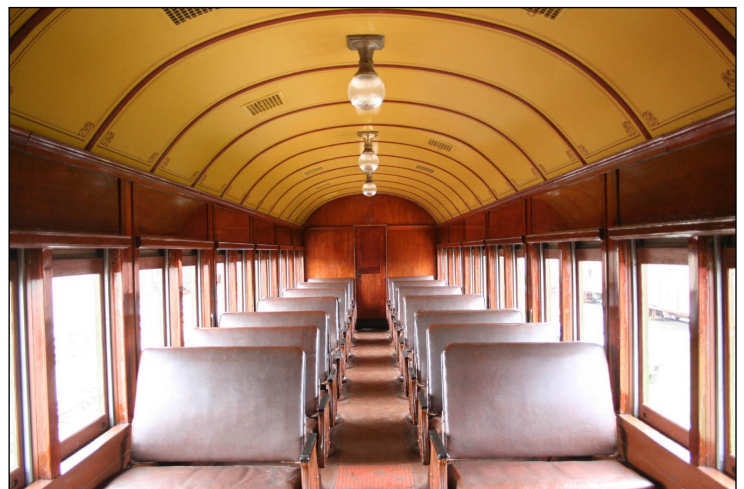
In January of 2018 MRM put together a grant request which was submitted to the John H. Emery Rail Heritage Trust. The proposal was for funding to further complete the interior of IC Combine #892, used regularly in our weekend operations. Over the years, museum members have been working on this car as time and funding allowed, to return it to its appearance when in use on the Illinois Central in the coach section. The baggage section we will maintain as representative of its time with American Steel Foundries. In 2008, much steel work was done on the vestibule-end of the car, along with a new coach-section ceiling, roof repairs, and new insulation. In the process of this work, the original ceiling pin-striping was documented and preserved, then recreated in CAD software so stencils could be created. The original ceiling color was also uncovered at this time, and matched.

As noted in the last issue of the Yella Board, luggage racks were finally reinstalled in the coach section this past year. This brings us to the grant proposal. One of the final issues in the bulk of the coach section of the car is the recreation of the interior sash, trim, and pinch roller shades that were once in the car. The completion of these items was stymied by a lack of cash available to get the hardware and millwork done, as the total cost was estimated at \$22,000.00. Approximately one-half of that total was for window hardware and shades, with the balance being sash material, glass, millwork and labor to assemble the sash.

This past winter we submitted a proposal to The John H. Emery Rail Heritage Trust for this project. Our grant request to the Trust was for approximately \$22,000.00. On May 2 of this year, we received a check from the Emery Trust for \$10,000.00. With their most generous gift, we will move this project forward for completion this fall. Purchase orders were cut to Adams and Westlake for the new window shades and the brass window hardware (a car set of sash locks, sash lock stops, and pinch roller curtains). Another was cut to Prairie Woodworks, Inc., of Downs, IL, for the actual sash, as well as some trim pieces that will be needed for the pinch roller curtains. Our sincere thanks to the John H. Emery Rail Heritage Trust for their most generous contribution to our project!

Monticello Railway Museum Solicits Donations for IC 892 Interior Sash Project

As noted elsewhere in this issue of the Yella Board, MRM received a grant from the John H. Emery Rail Heritage Trust in the amount of \$10,000.00 to complete interior sash restoration in IC Combine 892. The total cost of this project is budgeted to be \$22,000.00. We are therefore requesting donations to help offset the remaining balance of this project. This project will have the added bonus of likely reducing window sweating during Polar Express, making viewing the outdoor displays easier for our guests, and less work for the crew wiping down windows between trips. Please DONATE! Checks may be sent to the Museum's address, P.O. Box 401, Monticello, IL 61856, noting 892 Sash to earmark your donation toward this project if you wish it to be restricted to this project. You may also donate via our website; www.mrym.org, and click on "Make a Donation" in the menu on the left of the page.

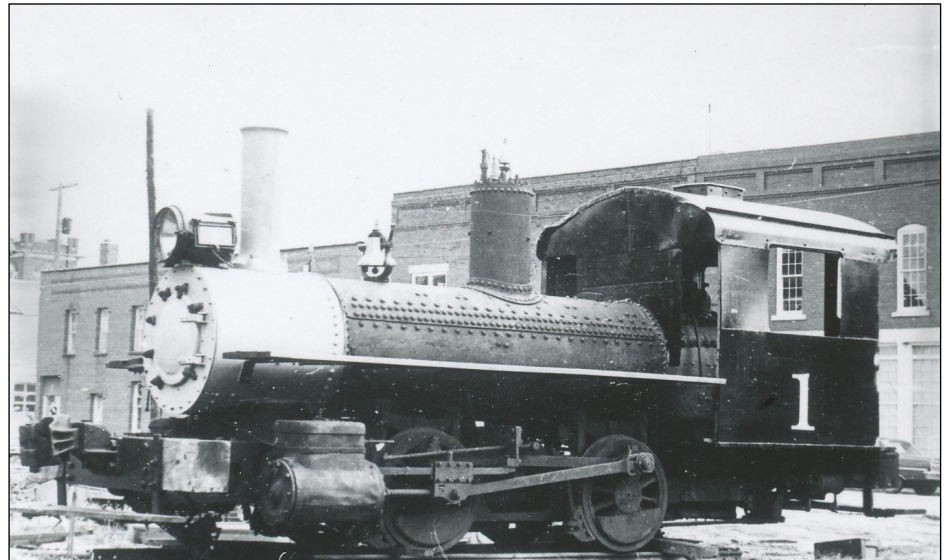


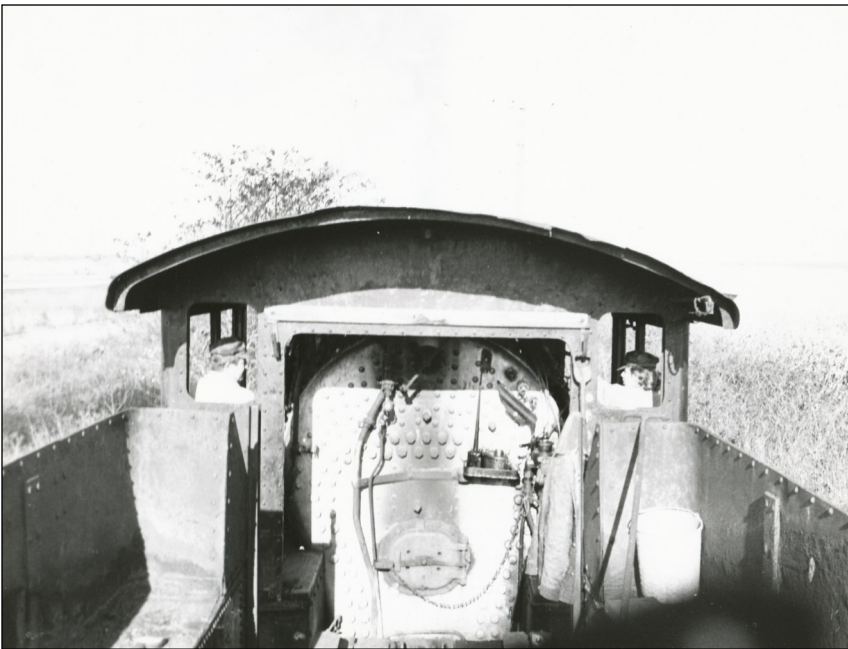
STAIR TOWER UPDATE

Work continues in the development of signals at MRM with the installation of a “distant” signal. This is the location of the future signal 36, so named by virtue of the milepost, White Heath 3.6 on the Central Subdivision. This signal will provide information to northbound trains approaching Stair tower. Signal 36 will be capable of displaying five different aspects and will provide a “preview” if you will, of conditions on signals at Stair. Stop, Approach and Clear are the typical aspects seen on most of our existing signals. With the distant signal concept, signal 36 will display these in addition to *Advance Approach* and *Approach Diverging*.



**THE
ARCHIVE
VAULT**





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

ARRIVALS & DEPARTURES



STEAM SCHEDULE

Saturday, August 18 and Sunday, August 19

Saturday, October 20 and Sunday, October 21

2017 REGULAR SCHEDULED EVENTS

Railroad Days: Come enjoy UNLIMITED rides on our vintage passenger and freight trains and motor cars running on our former Illinois Central and Illinois Terminal trackage, enjoy kids' games and more!

Saturday, September 15 and Sunday, September 16.

The Polar Express™: Read along with the story as the train makes its round-trip journey to the North Pole.

Nov: Fri. 16, Sat. 17, Sun. 18, Fri. 23, Sat. 24, Sun. 25, Fri. 30.

Dec: Fri. 7, Sat. 8, Sun. 9

Lunch with Santa on the Train: Enjoy a visit with Santa Claus while eating a kid-friendly sack lunch. This event is hosted by the Monticello Chamber of Commerce.

Dec Sat. 1, Sat, Sun 2