



THE YELLA BOARD

Volume 46 Number 2

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

November
December
2013



A scene that has played out across rural America numerous times in the past is once again staged at Cemetery Crossing as the 1958 Trailways Bus waits for the 401 and consist to pass.

Photo Courtesy Rick Eichhorst

THE CONSIST

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November-December

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THE OBSERVATION PLATFORM

By John Sciutto



2013 was another successful year at the Monticello Railway Museum. Stair tower was finished, stair-way, electrical, painted, interior trim and furnishings (2nd floor) and Saxsby and Farmer interlocking machine restored and installed. The 1st floor work continues and signal installation locations identified along the exhibit track leads, and Terminal and Central mains. However, much work remains on restoration and installation of the style A machine along with representative signals and connecting to the interlocking mechanism.

In addition to the regular weekend train rides, there were numerous charters and special trains throughout the season. Railroad Days and Ghost Train had excellent attendance and produced much revenue for the museum. Ghost Train was bittersweet in that while attendance was up, the 2013 event was the last for the foreseeable future, as efforts and energy are focused on Polar Express in 2014. Thank you to Donna McClure for everything that she has done, particularly working thousands of hours, often behind the scenes working for weeks at a time, for Ghost Train over the years to keep the event going. The Board of Directors decision to suspend Ghost Train was difficult. Future of Ghost Train will depend upon new volunteers coming forward and significant commitment. However, this won't be addressed until after the 2014 Polar Express event.

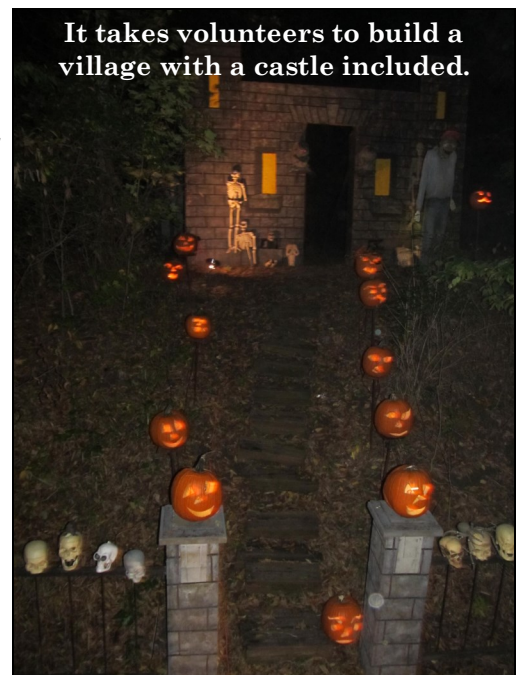


Volunteers of all ages make the Polar Express successful!

Volunteers are absolutely crucial to the continued success of the museum. **THANK YOU!** to all Museum Volunteers, and their families, for helping with train crew, preparations and staffing for special events and for completing the day-to-day maintenance, improvement projects and restoration activities at the museum. Significant track work was completed during the season, particularly replacement of several hundred ties, rebuilding the State Street crossing in September and replacement of ties and surfacing of track on display tracks #1 and #2 during November and early December.

2014 schedule has been established and included in this issue of the Yella Board. Polar Express will be at least 3-full weekends and begin before Thanksgiving; train schedules will be determined in the near future. In addition to the weekends of the event, several weeks of preparations will be required. It is not too early to begin planning for and helping the 2014 Polar Express.

The 2014 annual meeting and crew training is just a few weeks away. Plan now on attending and volunteering at the museum during the 2014 operating season!



It takes volunteers to build a village with a castle included.



**THE
BACK
SHOP**

By Kent McClure
Chief Mechanical Officer

401: 2013 was the third full year of operation for 401. The locomotive is running/firing well, but as is common we continue to find things to improve, and bugs to fix. We still need to get some cab curtains made and installed to make things more comfortable

when it pours down rain, and installing cab window awnings would also help some, but those are minor details (except when its pouring down rain!) and other projects have higher priorities.

There was little repair work required this season, outside of the usual touching up of seats in the boiler check valves, making, all in all, for an uneventful season of steam operation.



Rich Eichhorst Photo



John Sanner Photo

1189 Wabash F7

#1189 saw little service this season. This was mostly due to a broken main leaf in the right rear elliptic spring pack, and the inability to get it over the drop pit due to work on NW2 #1649. The spring work was finally tackled by Russ Fischer, Brian Downing and Travis Atchison. The loco was placed in the backshop over the drop pit, and the drop pit mechanism was used to jack the spring plank up to allow the swing hanger to be pulled out of the way, which then allows the spring plank to drop enough to unload the elliptic spring pack. We then were able to remove the broken springs. In the process, we discovered several other intermediate

leaves broken in other individual spring sets in this pack. This required the purchase of additional springs, and in the end we ended up with an entire new elliptic spring assembly in the right rear position. This project was completed just before Railroad Days, much to the relief of event chair Bill Crisp. 1189 was used for Railroad Days, Ghost Train, and most of Polar Express. As usual this year, 1189 traveled to Decatur for NS's "Santa Train" for NS employees. 1189 was accompanied by FPA-4 6789, CN Steam Generator Unit #15421, IC office car #7, and coaches RPCX 1827, IC 2612 and IC 2920. CN FPA4 #6789 saw normal service this past year with no issues of consequence.

8733 IC GP-11 #8733 has had a relatively minor, yet annoying loading issue for some time, which always manifests itself in warmer weather. Brian Down and Paul Nelson spent much time this past season trouble shooting the problem, finally settling on a bad excitation card in the small bit of dash-2 electronics that this loco is equipped with. A replacement card was acquired and installed this past fall, but the weather has not been warm enough yet to make us fully confident the issue is solved, but so far indications are favorable.





1649 Milwaukee Road NW2 #1649 was out of service a good part of this year for diesel engine work. Both roots blowers were in need of replacing due to leaky oil seals causing excessive oil out of the exhaust stacks. This was a rather involved job, requiring hood removal, old blower removal, inspection, (which uncovered the need for new blower drive hubs as well) and then reassembly. Paul Nelson, Paul Jones, Travis Atchison and Brian Downing all contributed to this project, with Paul Nelson shouldering the bulk of it. After reassembly, the unit was placed into service for Railroad Days, but had to be pulled from service the first day due to a leaky oil pump gasket that was causing quite a leak into the sump under the oil

pan. Paul Nelson spent a day pressure washing the diesel engine proper to help pinpoint the leak, after which the necessary gaskets were ordered, then installed. This has taken care of the worst of it, and the unit was ready for service just at the end of the season. Hopefully, 2014 will see more extensive use of 1649.

4112 IC Diner 4112 has spent yet another year in the shop. This year the new Generator purchased for the car was delivered, and has now been installed under the car. In conjunction with the generator, fuel tanks were removed from one of our two mechanical reefers for use under the diner. This did not come without additional work however. Both tanks required new tops due to brine corrosion on the tops of the tanks. Jeff Tillman, Mark Weckel, Russ Fischer and Travis Atchison were a large help in this project. Once the tanks were repaired and pressure tested, Russ Fischer and Paul Jones assisted in getting them installed under the car. Jeff Tillman has finished setting up new locks for the kitchen cabinets and the various other locks throughout the car. The new end door keeps from Adlake arrived in good order, with one end installed, and the new diaphragms were also installed this year, thanks to the help of Mark Weckel, Paul Bundy and Scott Rigg. Spring fling saw interior work get underway again, with the windows installed in the car, and trim is being cleaned up. New window shades have been fitted to the old rollers, new window sills are being installed, and window trim installed. Much thanks to Bruce Backus, John Bratcher, Syl Keller and Peter Nicholson for moving these projects forward. Tylene Crouch has also been a big help in stripping paint from inside of the lockers (they were painted DARK purple! You couldn't see anything in them without LOTS of light...) and prepping them for new paint. She has also stripped many, many small parts used for the curtains in the car. We hope to have this car done in time for Polar Express service in 2014.



1827 was on lease all of last season to North Carolina Transportation Museum at Spencer, North Carolina. It was used for air conditioned seating on NCTM's train ride through the Spencer Shops complex. The car ran without issues for most of the season, although the air conditioning system developed a freon leak late in the season requiring repairs. Two other issues were experienced, with one being the luggage shelving in the car collapsed in transit to Spencer, likely due to some extraordinary slack action in the train it which it was moved. The other item was a large hole developed in the floor under one seat in the car, requiring seat removal and new flooring poured just prior to Polar Express. The collapsed shelving was also repaired prior to Polar.



IC 2612

2612 had the interior steam leak repaired, and also saw repair to the overhead admission valve, and two floor mounted admission valves. We also discovered cut wires feeding the admission valves at the blind end of the car, which explained why the heat in the car never

would shut off. Why the wires were cut required still more investigation, which uncovered melted and burned wiring in the conduit under the left side of the car, at the blind end. We're not sure what caused it, but speculation is the conduit became too close to a steam line, causing the insulation on the wire to soften to the point of grounding to the conduit. This would have certainly caused the damage we found, as we found no other reason for it. The car now has a much better behaved heating system, actually staying comfortable rather than getting roasting hot. We still need to work with a couple of leaks outside, and two admission valves still need attention to really get things right. This past spring fling also saw the replacement of the two single phase transformers in the battery box with a single three phase unit, allowing better balance of the trainline electrical system, and also gets us back up to 60 volts in the electrical locker, rather than the 47 volts it had been operating at. This little change has also helped the functioning of the heating system. Many thanks to Neal Grant for coming up with the transformer, and Bruce Backus for its installation.

My sincere thanks and appreciation for everyone who has helped make all this happen over the past year. Quite a lot of work has been done, but as always, it never ends. I want to encourage all who would like to get involved in a project to come out and jump in, as there will be much to do this season too.

Kent McClure
Chief Mechanical Officer

The Timetable

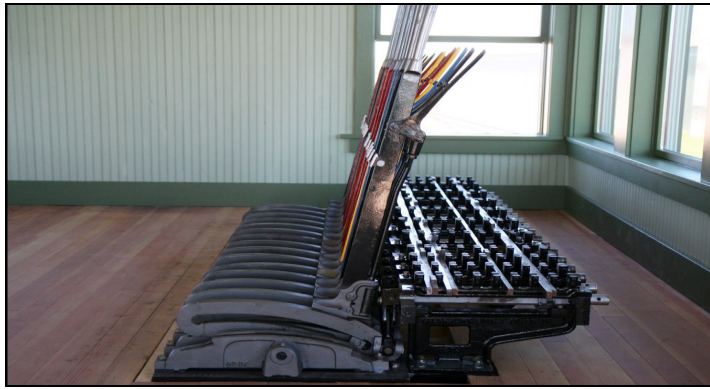
Illinois Terminal R. R. Company	Illinois Terminal R. R. Company
<p style="font-size: 2em; font-weight: bold; color: red;">14</p> <p style="font-size: 2em; font-weight: bold; color: red;">14</p>	<p style="font-size: 2em; font-weight: bold; color: red;">14</p> <p style="font-size: 2em; font-weight: bold; color: red;">14</p>
<p>Illinois Traction Division</p> <p>TIME TABLE No. 14</p> <p>EFFECTIVE SUNDAY, NOVEMBER 7, 1948</p> <p>At 12:05 P. M. Central Standard Time</p> <p>Reversing All Existing Time Tables</p> <p>This Time Table is for the Government and Inter-States of Commerce only. The Company reserves the right to vary from it in all particulars and to change it at any time without notice.</p> <p>NOTE: CAREFULLY SPECIAL INSTRUCTIONS ON PAGES 14, 17, 19, 20, 21, 22, AND 23.</p>	<p>Illinois Traction Division</p> <p>TIME TABLE No. 14</p> <p>EFFECTIVE SUNDAY, NOVEMBER 7, 1948</p> <p>At 12:05 P. M. Central Standard Time</p> <p>Reversing All Existing Time Tables</p> <p>This Time Table is for the Government and Inter-States of Commerce only. The Company reserves the right to vary from it in all particulars and to change it at any time without notice.</p> <p>NOTE: CAREFULLY SPECIAL INSTRUCTIONS ON PAGES 14, 17, 19, 20, 21, 22, AND 23.</p>
<p>F. L. DENNIS, General Superintendent St. Louis, Mo.</p> <p>R. C. DENNIS, Superintendent Springfield, Ill.</p> <p>R. H. SMITH, Asst. to General Supt. St. Louis, Mo.</p> <p>G. HOFFERMAN, Train Master Springfield, Ill.</p> <p>R. H. HILL, Asst. Train Master Decatur, Ill.</p> <p>E. F. SCHUBERT, Asst. Train Master Decatur, Ill.</p> <p>C. F. WARRER, Chief Dispatcher Springfield, Ill.</p> <p>R. YETTS, Terminal Train Master St. Louis, Mo.</p>	<p>F. L. DENNIS, General Superintendent St. Louis, Mo.</p> <p>R. C. DENNIS, Superintendent Springfield, Ill.</p> <p>R. H. SMITH, Asst. to General Supt. St. Louis, Mo.</p> <p>G. HOFFERMAN, Train Master Springfield, Ill.</p> <p>R. H. HILL, Asst. Train Master Decatur, Ill.</p> <p>E. F. SCHUBERT, Asst. Train Master Decatur, Ill.</p> <p>C. F. WARRER, Chief Dispatcher Springfield, Ill.</p> <p>R. YETTS, Terminal Train Master St. Louis, Mo.</p>

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.



The installation of the first set of levers.
Dave Marshall photos

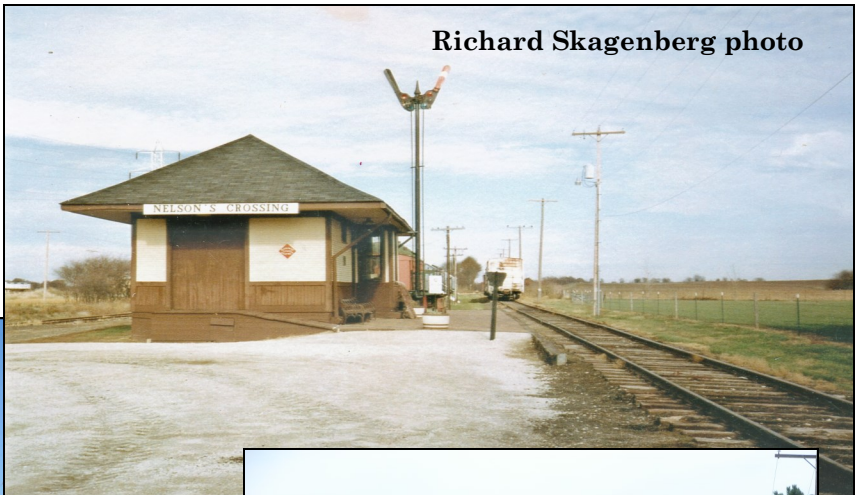


Future plans call for the installation of three different type of interlocking equipment. A style "A" machine and a Saxby and Farmer (pictured) machine will be on the second floor and on the ground floor will be located a pistol grip type interlocker. Consideration is being given to install a connecting rod pipeline to operate a semaphore signal from the tower lever or a switch lock. In addition, the tower will also have display space featuring exhibits related to the importance of signaling as well as an observation area to watch train operations.

Remember when?

From humble beginnings, Nelson's Crossing has become the centerpiece of greeting our guests, now with rest rooms, covered display tracks, Stair Tower, Rankin Motorcar Building, Car barn No. 2 and picnic area.

Who would ever imagined.....



Richard Skagenberg photo





THE
LAST
RUN



Richard "Rick" Harper

October 29, 1954

August 3, 2013

(L C L *)
LESS THAN CARLOAD



THE HODGE PARK RAILROAD...is the newest addition to the museum grounds, located in the open field, east of the museum entrance gate. The "kiddie" powered railcars travel around a miniature railroad track, adorned with switchstands and a phone booth. This family event was a big hit during Halloween.



1930's Technical Manuals donated to MRM

Richard Eichhorst of St. Louis, MO has donated a set of 1930's technical manuals of air brakes for steam equipment applications. These books will be stored in the archives and used for reference.

Left: The 1958 General Motors model PD104 bus is painted in the Trailways paint scheme and is owned by the American Association of Railroaders Inc. Members of this group and of American Railway Caboose Historical Educational Society (ARCHES) were visiting the museum. The AAR sponsors 50 rail related activities a year that travel all over north America. For additional information contact the AAR at: 9600 Tesson Ferry Rd. St. Louis, MO 63123-4302 or www.aar-railroaders.org Information for ARCHES at POB4343 St. Louis, MO 63123 or www.arches.org.



Left: Donna McClure has served several years as chairperson for the successful Ghost Train event.
Right: Bill Crisp is the chairman of the popular Railroad Days. These volunteers contribute to the success of the museum...be part of the team and come join us!

THE
TRAIN
ORDER

Special Events 2013

ILLINOIS TERMINAL RAILROAD COMPANY

Order No. 37 Date: 9-19 2013

To C & M Train: 285 Chickerville

Train Car and Train Car will meet at

276 285 and Train 203 Car 1604 will meet at Loverden

276 285 and Train 97 Car 301 will meet at Carpus

Train Car and Extra will meet at

Extra and Extra will meet at

Extra and Extra will meet at

*Motor 274 and 285 run on lot and 2nd
76 Chickerville to Est Belt
all have free of Chickerville how
arrived and reports*

CONDUCTOR MOTORCAR TRAIN COMPANY NO. 1078

Byron Beckler 285 276

Form - 0115 012 Form 303



An all day event



Welcome Aboard!!



A summertime delight!

Railroad Days
September
21st—22nd
David Marshall Photos



Everything for kids to ride!



Motorcar Rides Abound!!



An opportunity to ride a freight train.

Neil Grant Dispatches Trains From Stair Tower.



401 Passes Rankin Motorcar Shed.





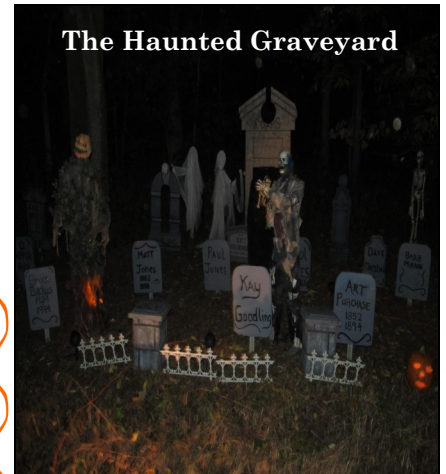
The last Matinee Ghost Train



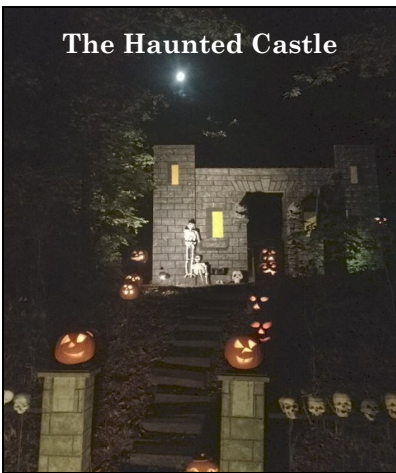
Under a full moon, the 1189 puts away the final Ghost Train.



The Night Crew



The Haunted Graveyard



The Haunted Castle

Ghost Train
October
19th-20th, 25th-27th
Dave Marshall and
Dave Berndt photos



Kids of All Ages!

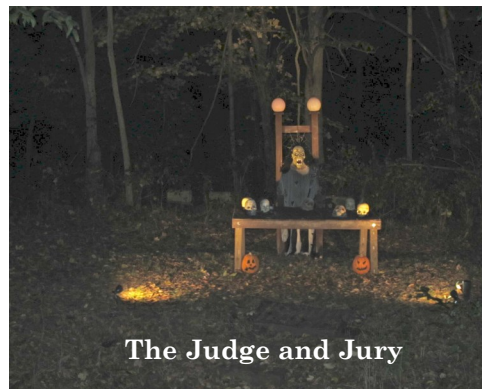


Just Jumps Out To say Hi!!

The Ghost Train has been a staple of the museum for several years and now itself will become a "Ghost of Museum Past". With the expanded schedule of the Polar Express and a greater demand on resources and personnel, the Ghost Train will be annulled.



The Day Crew



The Judge and Jury



The Dining Crew!



Polar Express
 November 29th-30th December 1st, 6th 7th
 David Marshall and David Berndt Photos



It takes about 60 volunteers to make the Polar Express a reality. Next year, the schedule will expand and will require more volunteers. Consider being part of it!



MONTICELLO
RAILWAY MUSEUM

P O BOX 401

MONTICELLO, ILLINOIS 61856



THE NEWSLETTER OF THE MONTICELLO RAILWAY MUSEUM



ARRIVALS & DEPARTURES

STEAM SCHEDULE

May 17th—18th	June 21st —22nd
July 19th—20th	August 16th—17th
September 20th— 21st	October 18th—19th

- [Throttle Time](#) - April thru October
- [School Days](#)—May 6 and 14
- [Throw Mamma On The Train](#) - May 10-11: Mom rides FREE when accompanied by their children.
- [Fathers Day Weekend](#)—June 14-15: Dads rides FREE when accompanied by their children!
- [Fireworks Special](#) - July 3: Ride the train from downtown Monticello to watch the Fireworks.
- [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.