



THE YELLA BOARD

Volume 47 Number 2

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

November
December
2014



A cross the rolling morning fog ... the low grumbling of a powerful diesel motor is heard... then a yellow glow begins to pierce the mist....with the racking noise of an approaching train ...*The NS Santa Special* then appears, with the MRM train consist on the Decatur NS mainline!!

Photo Courtesy John Sanner

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THE
OBSERVATION
PLATFORM



Monticello Railway Museum

P. O. Box 401

Monticello, Illinois, 61856



December 2014

To everyone who helped with the Polar Express;

We want to extend a heartfelt thank you for all that you did to make the event the success that it was. We survived the additional two weekends and lengthened trains. Each volunteer contributed to the overall success of the event no matter what his or her individual talent might be. You make the difference!

Thanks to all who labored to prepare the diner for use on the train in spite of several setbacks. Thanks for not giving up when the deadline approached and completion of the car seemed impossible. The diner added an entire new dimension to the train, and surely will become popular as a first class seating option.

Thanks to everyone who helped with the capital improvements between Hamilton and Buchanan Streets to accommodate the longer train and with the installation of the new entry stairway to the V. F. W. building.

Thanks to Art In Motion for providing dancers for the added two weekends and to Debbie's Dance Studio for continuing to provide dancers for two weekends and decorating the cars on the train. The effort on behalf of the dance studios is greatly appreciated and we look forward to a long relationship with both.

Thanks to the people who regularly volunteer in all positions and especially those who answered the call and came forth for the first time to help in the V. F. W. at the North Pole and working as car hosts and conductors. Everyone seemed to find out it really is fun.

We would also like to take this opportunity to say thank you to the Robert Milligan trust which paid for the 184' addition to Car Barn 2. In Sept 2014, the museum applied to the trustees of the Robert Milligan Trust. Shortly after Railroad Days, we received the check for \$104,950.00. We would like to thank the Robert Milligan trust, and its trustees Bill Glasgow and Dave Fruendt for providing the funding for the addition to Car Barn 2.

Thanks again.

Donna McClure

President

Syl Keller

General Manager

Ron Kempke

Event Chairman

Neal Grant

Board Chair



**THE
BACK
SHOP**

By Kent McClure

Chief Mechanical Officer

The year 2014 has been another busy year, with IC Diner #4112 taking up the bulk of our available time. Paul Nelson continued chasing some electrical gremlins hiding in IC GP 11 #8733, which we think have finally been found and corrected. He has also undertaken the task of replacing ALL the hoses used on this locomotive. This is no small task, as they are everywhere, and all kinds of sizes, and used for all kinds of different purposes, lube oil, coolant, air brakes and fuel. All of them, being as old as they are, are very stiff and brittle, and subject to failure at any moment. Many thanks to Paul, and Larry Cardoza for their work on this project.

CN FPA-4 #6789 was in service without issues this past summer, but it is approaching the time we will have to remove it from service to rebuild the body. It also has developed a leak in one section of exhaust manifold, which, due to the foresight of Robert Hatchard (the unit's owner) and Gary Baloun, we have a spare for it on hand. In the process of looking into this leak, we've also found another cylinder that is "wet", in that it throws oil out the stack when cold. This problem only manifests itself when it has idled for over an hour or two. We also had a leak crop up in the lube oil line from the oil filters to the oil cooler, but that is just a gasket replacement, so will be pretty straight forward.



John Sanner Photo

MILWAUKEE ROAD NW2 #1649 was back in service this season, but required the replacement of one battery due to a shorted cell. Other than that, it has been reliable.



John Sanner photo

As noted in the previous issue of the Second Section, Wabash F7A #1189 returned from Altoona in October, and was placed back in service by Paul Nelson. It handled the late fall operations, namely Polar Express and a charter or two. It has worked very well after all the work done at Altoona. Both 1189 and 6789 were used this December by Norfolk Southern for their annual "Santa Train", with the units used on opposite ends of the consist. 1189 is now much better behaved at speeds between 40mph and 60 mph, and rides as one would expect. It

also had no issues with flashovers, now that the source of those problems has been fixed. (One tired-out main generator, and very old insulation in traction motors.) As noted in the latest issue of the Second Section, many thanks to Norfolk Southern for their fine and most generous work on this locomotive.

As noted above, the diner has absorbed most of the efforts of this season. It was my goal this year to get this car done, and have it available for Polar Express. After the formica failure in the spring in the dining room, having the car ready became questionable, so we pulled the car from the upcoming Polar Express ticket sales, with the knowledge that should we get it ready, it would be no problem selling the space. Work plowed ahead on fixing the leaking water tank, and reinstalling/testing same. New insulation was installed in the upper part of the water tank enclosure, Mark Weckel finished up the main steam conduit, installing end-of-car couplings and a trap, and testing the completed system for leaks. We ordered new insulation for the steam line, which arrived in the fall. The insulation materials for this type of work are now a teflon coated fiberglass liner, with a 1" thick fiberglass blanket covered by another layer of teflon coated fiberglass. All this is wrapped around the pipe, and held closed with a hook and loop (Velcro) strip, along with some straps, and in places where needed, some large tie-wraps. This stuff turned out to put up quite a fight to get it installed, but the easier alternatives would not hold up in the service/environment in which it has to function. Mark Weckel, Kevin Steckel and I worked at

this project, finally finishing it in November.

Inside the car, work continued unabated on the lockers, with Tylene Crouch spearheading that work. All the car's interior lockers were disassembled, stripped, washed and then primed and finish painted by Tylene. The locker work was of a painstaking nature, in that there was limited space to work, and the work cleaning around screw heads and brackets can be really tedious. The end result however makes it worth it, as the lockers look very good! Tylene also did some touch up work on the car exterior where some of the fuel tank and generator support steel work were still awaiting finish painting.

The new formica in the dining room was installed on October 7th, by the fine folks from Maxwell Counters in Farmer City. They also sourced the new material to replace the failed stuff. Once that was done, all the dining room trim went back in and the dining room was cleaned out to be ready for the flooring contractor.



Kent McClure photo

Ongoing during the above was the construction of a new water tank enclosure. Syl Keller got material rolled and cut to shape, Jeff Tillman, Mark Weckel, Tim Crouch and Kevin Steckel were all instrumental in fabricating the covers, with Jeff doing final assembly and welding on the covers. We then glued in two layers of 1" thick polystyrene foam board for insulation to the inside of the covers. We had planned on re-using the end covers, but upon further inspection, we ended up replacing one end entirely, and the other end required the bottom third of it replaced. John Sciutto worked on cutting old parts for re-use off the old covers while I was plasma cutting new covers. During the water tank enclosure project, Jeff also ran new conduit into the water tank enclosure to supply three phase wiring for the enclosure heating system. (It needs to be warm in there to prevent the water from freezing) We also installed heat tape/insulation on the water line from the tank to the car, and on both water fill lines. With that project finished, we now have a working water system on this car that can be used in all seasons. One reason it was necessary to make the water system serviceable was the need for a water supply for the air conditioning condenser. This car is equipped with a "wet" condenser, in that it uses a water spray system to add condensing capacity in hot weather, which uses a relatively large amount of water in the course of a day, enough that the condenser sump is not sufficient for a days operation without refilling. With the water tanks in place and working, the condenser sump is kept full via a water line from the tanks, and a float valve. Having the water system working as it should also makes the use of the kitchen a much more practical matter.



Kent McClure photo

Two additional refrigeration condensing units were put together and placed in service by Russ Fischer, and a leak in the condensing unit for the ice-cream freezer was also repaired. This places all of the car's refrigeration back in service, also adding to the ability to utilize the kitchen.

New door closers were sourced from Kelly Hutcherson, who came out and donated his time to install them, and since he was able to find some for a really good price, and add to it the fact they mounted in the original holes, we ordered three more, which he then installed in IC coach #2920, and also one in the coach section of IC combine #892.

This car came right down to the wire insofar as having it ready for Polar Express. The decision was made about two weeks before the event, at which time the carpet was not yet installed, to put the car in the train for the rehearsal. To place it into proper condition for that, the tables were reinstalled, and the new chairs were placed in the car. This, with the exception of the missing carpet, would give the dancers an idea of the space they had to work in. We also took this

opportunity (having the car on air, so the water system would work) to sanitize the water system on the car. This entailed filling the system with 14 gallons of bleach, and the balance being about 400 gallons of water. This mix is then pushed through all the lines in the car, and allowed to stand in the tanks and pipes to kill off anything living in them. If you remember, in previous entries on this project, we have talked about testing the water system plumbing and hot water tank with city water via a garden hose, with no leaks being found at that time... well, that was then... The evening of the rehearsal, after topping up the water tanks at the Monticello depot, and doing the initial flush of all the plumbing, I wandered off to get dinner. Upon my return, Russ Fischer noted something dripped on his head in the diner hallway. GRRRR, that's not good, as the hot water tank is up there. Remember, there is A LOT of bleach in that water, and dancers with black pants and white shirts are running back and forth through the train. Before it was over, Debbie Dobson of Debbie's Dance Studio got some of it on her black sweater, which promptly bleached out, and one of the dance girls got some down her black pants leg, making a whitish streak down her pants leg. After the rehearsal was over, I dropped the ceiling to see what was going on up there, and hopefully find an easy to fix leak... HA! Upon opening the ceiling hatch, we found, much like the under-car tank, this tank was now leaking through the wall of the stainless steel tank itself. That is not an easy fix... So, the following Thursday, with the help of Mark Weckel, Paul Bundy and Kenny Davis, we dropped the hot water tank using blocking and straps. A new hot water tank is now under construction by a firm in Seattle, Washington. The new tank will also be electrically heated, much like any other electric hot water heater, except this one is mounted horizontally, and is only 14" in diameter. In the meantime, Mark Weckel and I plumbed in a bypass where the tank was to allow use of the water system this fall during Polar and the NS Santa Train.



Kent McClure photo

The dining room carpet was installed during the two week period between the rehearsal and the actual event, with the car's Christmas decoration occurring after that, with decoration by Debbie Dobson. To finish off the dining room, we engaged Calli Fischer to search for a drapery pattern at Meyer Drapery in Champaign. She spent much time going through fabric samples hunting for a drapery material that would go with the other colors in the dining room, and come sort of close to resembling what type of patterns were used in IC cars at the time this car was in service. After picking a final choice, Meyer supplied drapery material and one test drape for the car, but they were too

busy to be able to make the other 23 drapes in the two weeks of time left that would be needed to complete the dining room trim. Carol McClure (my mother) offered to sew up all the required drapes, and she had them done before the event. Thanks MOM!

The tile flooring has not yet been installed in the hallway/entryways due to a miscommunication between the installer and the manufacturer. In those areas, either a carpet runner was made and installed, or door mats were purchased and cut to shape and taped down temporarily. We expect the floor to be completed in early 2015. The decision to sell the car was made in the last two weeks, with the tickets selling out almost immediately.

It appears the car was very well received, and next year it will be used as a "First Class" car during Polar Express, with a higher ticket price. Polar Express revenue earned by this car will pay off the restoration in the next four years of service. We will also likely use this car during the July 3rd fireworks train, as at least additional capacity. Other uses of the car to earn additional revenue are also being discussed.

During Polar Express this season, there was another failure of a steam heat line in our Rock Island Commuter car #2541. Fortunately, this occurred and was discovered prior to the train arriving in Monticello, but required some



John Sanner photo



Kent McClure photo

fast work on the part of Brian Downing to shut off that side of the car, and to get the resulting water mopped out of the car prior to train time. This car has had numerous leaks in the interior plumbing over the years, with most of them being at the ends of the car where they were relatively easy to get at to repair. This recent one is not. To repair, it will require removal of a number of seats to be able to cut in a new piece of pipe. If that much work is necessary, we are seriously looking into converting this car to electric heat. This will also allow for control of the heating system, as the steam heat in this car is manually controlled, either on or off. So the car is generally either too hot or too cold. If converted to electric heat, we will maintain its steam trainline to allow steam to reach the cars behind it.

Southern steam locomotive #401 has been running this season without issues of note. This year's annual inspection will also be its fifth annual, requiring removal of the flash wall in the firebox to test the flexible bolts that are behind the refractory. This will make this job somewhat more time consuming, so please come out and lend a hand, there is always much to do!

I would also like to single out and thank Brian Downing and Travis Atchison for picking up much slack this year, which allowed me to focus almost solely on the dining car for the entire season. Without their willingness to do that, this project would not have been completed in time for Polar Express.

Kent McClure Chief Mechanical Officer



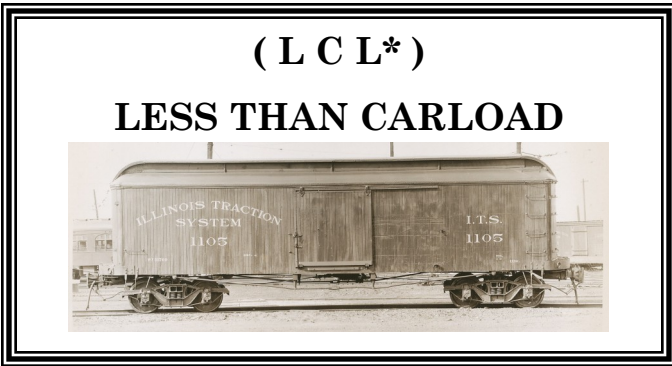
**THE
LAST
RUN**



MARTY FISCHER
October 22, 2014



Marty was born in Albuquerque, New Mexico. and grew up in the Jemez Mountains near Jemez Springs, New Mexico. After graduating from Chama High School she attended New Mexico State University and afterwards, began working for the Cumbres & Toltec Scenic Railroad in Chama. During the summer of 1977 she met and in 1981 married Russ Fischer. In 1984 she learned to fire coal burning locomotives used on the C&TS Railroad. She would become the first woman fireman and engineer on this line, and later employed by the Grand Canyon Railway and the Austin & Texas Central Railroad. In 1990 they settled in Silver City, New Mexico and worked for the Southwestern Railroad. In 2004, they moved to Monticello, Illinois, where they became active members of MRM. She passed away due to injuries sustained in an automobile accident and is survived by her husband, two daughters of Illinois, two sisters and one brother of New Mexico.



**Here
We
Grow
Again!!**

Here we grow again! Your museum has again made addition improvements to enhance the operations of the railroad as well as the benefit to our guests. All this is accomplished with volunteers! Come join us in this unique experience!



The new car barn located north of Nelson Crossing has received an additional extension of 184 feet which will permit the extra storage of six full length coaches for a total capacity of 21 cars: completed in November.



West of Main Street, in the area of Biobin, a wooden trestle bridge over the west leg of the wye, which went over a small ravine, was removed and replaced with a sheet metal wall and filled, and the track reinstalled. This resulting in a savings of several thousands of dollars to rebuild the bridge.



Above Left: *The VFW Hall in downtown Monticello, which serves as our museum gift shop and passenger staging area, received a new set of stairs and landing to accommodate the crowds using this facility.* **Above Center:** *The Stair Tower now has a new operator' desk complete with a telephone system.* **Above Right:** *With the addition of the dining car on the Polar Express, the loading platform was extended to accommodate the passenger loading. With the placement of new lights on this platform, the electrical box at the Monticello was upgraded to accommodate the new power demand.*

THE
TRAIN
ORDER

ILLINOIS TERMINAL RAILROAD COMPANY

Order No. 37 Date: 9-19-54

To: C. & M. Train 285

Train Car and Train Car will meet at

285 and Train 203 1604 will meet at Loversden

285 and Train 97 Car 301 will meet at Campus

Train Car and Extra will meet at

Extra and Extra will meet at

Extra and Extra will meet at

Motors 274 and 285 run on lot and 2nd
96 Loversden to East Belt
all train are at Loversden have
arrived and repaired

MEMORANDUM

BY: Beckler 285-521/78

Form - 4151 012 Form 841



Railroad Days
September
20th—21st
Art Purchase Photos



On September 20th and 21st the Annual Railroad Days was held to a record crowd of attendance. The weather enhanced the festivities of a day of railroading with the presence of steam, diesel and motorcar. The CN FP-A no. 6789 would pull the Illinois Central consist of passenger cars and observation car as the steam locomotive 401 would handle the vista flatcar accompanied by the IC combine, RI coach and Wabash caboose. The Illinois Central GP11 No. 8733 would handle the derrick and caboose as the motorcars made intermediate runs, To assist guests to the Camp Creek Yard area, the MILW NW2 no. 1649 ran as the "yard hop". At Crisp Park, the Hodge cars provided opportunity for younger railfans to ride on the Crisp Shortline RR.

Polar Express

November 14th-15th

21st- 22nd 28th-30th

December 5th-6th

David Marshall John Sanner
and David Berndt Photos



RAIL EVENTS INC

POLAR BELL

BEST DECOR 2013

MONTICELLO RAILWAY MUSEUM

**Presented to the Monticello Railway
Museum for the best decorated Polar
Express Train in the USA**



MONTICELLO
RAILWAY MUSEUM
P O BOX 401
MONTICELLO, ILLINOIS 61856

THE NEWSLETTER OF THE MONTICELLO RAILWAY MUSEUM



ARRIVALS & DEPARTURES

STEAM SCHEDULE

May 15th—16th	June 13th —14th
July 18th—19th	August 15th—16th
September 19th—20th	October 17th—18th

- [Throttle Time](#) - April 25-26 October 31-November 1 and most Saturdays May 2 thru October 24
- [School Days](#)—May 5 and 13
- [Throw Mamma On The Train](#) - May 9-10: Mom rides FREE when accompanied by their children.
- [Fathers Day Weekend](#)—June 20-21: 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 19-20: Come ride our vintage passenger and freight trains on the former Illinois Central and Illinois Terminal trackage.
- [The Polar Express™](#) - November 14, 20-21, 27-29, December 4-5: Read along with the story as the train makes its round-trip journey to the North Pole.
- [Lunch With Santa on the Train](#) - December 5–6: Enjoy a visit with Santa Claus while eating a kid-friendly sack lunch.

Note: Due to the need for more capacity for the overwhelmingly popular Polar Express, *Ghost Train* will not be held for the foreseeable future.