



# THE YELLA BOARD

Volume 52 Number 2

MONTICELLO RAILWAY MUSEUM  
Where "I've Been Working On the  
Railroad" Becomes a Reality.  
November—December 2019



“Here is your tickets....and the Polar Express is now loading on Track number One”. Enjoy this magical journey and thank you for traveling over the rails of the Monticello Railway Museum!

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**Volume 52 No. 2**

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## A MEMBER ALERT IS SELDOM HURT!!

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## THE OBSERVATION PLATFORM

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December 2019

### “WHY WE ARE A WORLD CLASS MUSEUM”

Dale Jenkins  
Editor - Senior Conductor

The Monticello Railway Museum had a very humble beginning, but with the test and trials of time has emerged as one of the world class railroad museums. Yes, it is a bold statement to make, World Class, but to back this fact up, I would offer the following considerations for the bestowment of this honor of distinction.

A museum is composed of three components: people, equipment and a preservation of a history. The members of this organization are a small flock of dedicated individuals, each with a unique talent on loan to the museum. This talent ranges from equipment maintenance to historical preservation of artifacts. The train crews are not only professional in the conduct of their duties, but serve the public as the best public relations officers to represent the museum. Within the organization, there is a comradery of friendships forged from unity in working together: safely. The city of Monticello as well supports the museum as a vital destination in the promotion of tourism.

The location of the museum is geographically close to the center of Illinois, with easy access of the traveling public via Interstate 72. The visiting patron enjoys the comfort of a well-maintained grounds as well of the ambiance of the Monticello depot and the Nelson Crossing gift shop. Structures range from the new indoor/heated car shops to the Wabash Center for public and museum uses and not to forget the Duvall House for members retreat.

The train ride is with a destination, governed by the operating Stair Tower, traveling over impeccably maintained track. The equipment is not only maintained for safety, but for passenger comfort with an atmosphere of riding a train as it used to be. The variety of equipment ranging from real heritage diesels to an operating steam locomotive tantalizes the imagination. An assortment of equipment is on display and open to tour, revealing a wealth of railroad history.

All of the aforementioned blends together to weave a history to present to the public, a preservation of railroad history, right here in central Illinois. The museum beams with pride without boasting as it stands on its own merits. Financial prudent responsibility and budgeting provides the means to continue planning for the future viability and historical preservation. As presented, the Monticello Railway Museum *is* a world class railroad museum.

Dale Jenkins

Editor - Senior Conductor



## THE BACK SHOP

By **Kent McClure**  
Chief Mechanical Officer

**Wabash F7A #1189** 1189 was used for Polar Express as usual. We had no issues with this unit this year, other than a Hotstart power issue which turned out to be a bad cable.

**ALCO FPA4 #6789** was in service this past season, working without issue.

**Milwaukee Road NW2 #1649** continued to work without issue through the fall, after all the work done by Paul Nelson and Al Strange to get the leaky power assembly (discussed in the previous issue) re-sealed.

**IC GP11 #8733** The GP11 has seen normal service this season, with no further indications of a water leak as discussed in the previous issue.

**Southern Steam Locomotive #401** was in service as usual for this past season. During the operating season, about a half a dozen tubes have been re-rolled as they begin to weep. With the loco due for a re-tubing before the 2021 season, the weeping tubes are not of much concern since they will be removed at the end of the 2020 season. The new PEEk check valve on the right side has worked as well as expected, requiring no attention.

**IC Diner #4110** A third refrigerator was placed in service in this car late in the summer, and seems to be working well. Having these refrigerators available made stocking of Polar supplies easier. There are still two freezers to bring back to life should we determine we need them in working order. The “curtains” for the windows are still in process. The firm working on that project was swamped with work from higher-paying customers, so our project was pushed back. We have hope this spring will see them complete.

**IC Combine #892** The new sash (windows) in this car were finally completed late in the fall. Many thanks to Syl Keller, Al Strange, Eric Schafer and Dennis Slone for their work in fitting, trimming, fitting, and re-trimming each window into their respective openings. Finally, the new hardware and shades were installed, making the car nearly complete in the coach section. So, entering this car is stepping back to 1916, short of the upholstery, which as-built was Rattan. Considering the difficulty of getting rattan, and applying it, we used alternative material. The addition of the inner sash greatly reduced the sweating of the glass on the inside of the car during Polar Express, making it easier to see out of the car for the whole trip. Many, many thanks to the John H. Emery Trust for their generous funding of this work.

**IC Coach #2612** This car was used only during Polar. This past spring fling session saw the car converted to electric overhead heat, and the shortening of the leaking interior radiation, removing the leaking portion, and adding a small amount (1500 watts) of electric heat to the hallway where the floor radiation was removed. This work turned out to be trouble-free during Polar Express, and also now allows us to heat this car when steam is not available, and the ambient temperatures are not terribly cold. The car decorators really like that, as well as the car cleaners! It is much easier to mop a floor when the water doesn't freeze before it dries! No further work has been done on the air conditioning conversion as yet, due to work on the power car requiring all of our attention prior to Polar Express.

**CN #15421** Jeff Tillman, Paul Jones, John Sciutto, Travis Atchison, Bill Lygiros, Philip Lopez, Matt Kluge, Dennis Slone, Daniel Frye, Syl Keller, Al Strange and Mark Weckel all jumped in this fall assisting with new water tank welding/painting/installation/plumbing, having them ready to go well before Polar Express. They were also on hand to assist with the installation of the new genset, getting it bolted down, and working on modifying the roof hatch, and getting it painted and ready to reinstall. Also a special thanks to John Sciutto for having to make several treks to Cummins of Normal to get parts/antifreeze/etc. on short notice. The newly built and installed transformer/rectifier Jeff Tillman installed in the spring to power the steam generator was placed in service this fall, and works much better than the previous arrangement. Running the steam generator from a three phase source through a three phase transformer/rectifier removed a large source of current imbalance on the genset.

All work done on the genset cooling system during spring fling by Bruce Jarrett, was leak and trouble free. All new belts were installed, replacing what appeared to be original belts from 1987. New radiator hoses were also installed at this time.

After a season of Polar, we have a pretty good handle on fuel use of the new unit. During Polar, the old arrangement used an average of 10 gallons of fuel per hour, and could only electrically carry half of the train, with diner 4112's generator powering the rest of the train. Now, the power car is carrying the entire train electrically, as well as steam, at an average burn rate of 11 gallons/hour, dependent on ambient temperature and therefore, steam demand. Plus, we no longer need to use the genset on 4112 except during the short period of time the power car is not coupled to the train during the run-around moves. On top of that, NO lube oil was needed for make-up oil in the genset! With the old detroit unit, we'd go through about six gallons of lube oil during Polar as well, with most of it leaking out and dripping onto sorbents on the car floor. So, while the new unit uses slightly more fuel, being able to not use 4112's genset saves us about 160 gallons over what we used in previous years. All this said, we still have enough generating capacity within the train to run everything should something happen to the main genset during Polar, allowing the "show to go on" if there is a problem with the main genset.

**Bates and Rogers Crane** was utilized during Railroad Days, primarily to move various freight and passenger car trucks off of active tracks, and onto a length of panel track put together by Syl Keller and Paul Jones. It was also used during a weekend in July to stack a pair of trucks, and to move a surplus weed mower adjacent to the Milmine building where it will be dismantled for spare parts as time permits. Travis Atchison, Brian Downing, Bill Lygiros, Philip Lopez, Don Bodine and his son all spent time learning to operate this antique, yet very useful piece of equipment.

**Snowplow CP 40065** Dave Marshall, Dennis Slone, Art Purchase, Paul Jones, Syl Keller, John Sciutto and others have been at work on this car. Dave Marshall is carefully measuring and documenting the car in AutoCAD as the car is being carefully disassembled. Large timbers have been acquired and are on hand to start fabricating new parts.

Dennis Slone, Matt Weaver, Dave Berndt and Eric Schafer worked on scraping many years of dirt and paint overspray off of coach 2920's windows, making the view out of the car clearer than it has been in many years. This was a tedious process, using razor blades to initially, carefully, scrape the bulk of the stuff off the surface of each exterior window, then polishing the exterior glass with a glass polishing compound and a small power buffer. Then each pane had to be washed. This left quite a mess on the side of the car, requiring it be washed prior to Polar. Bill Lygiros then washed 2920 and 1827 prior to Polar. After Polar, Bill Lygiros and Doug Capuder drained and winterized both diners, which is another tedious, yet necessary process every year to prevent freeze damage in the car's water system.

As always, many thanks to all of you who have helped with these projects over the past season. We could not get them done without your help!

Kent McClure  
CMO



**THE SIGNAL CORNER**

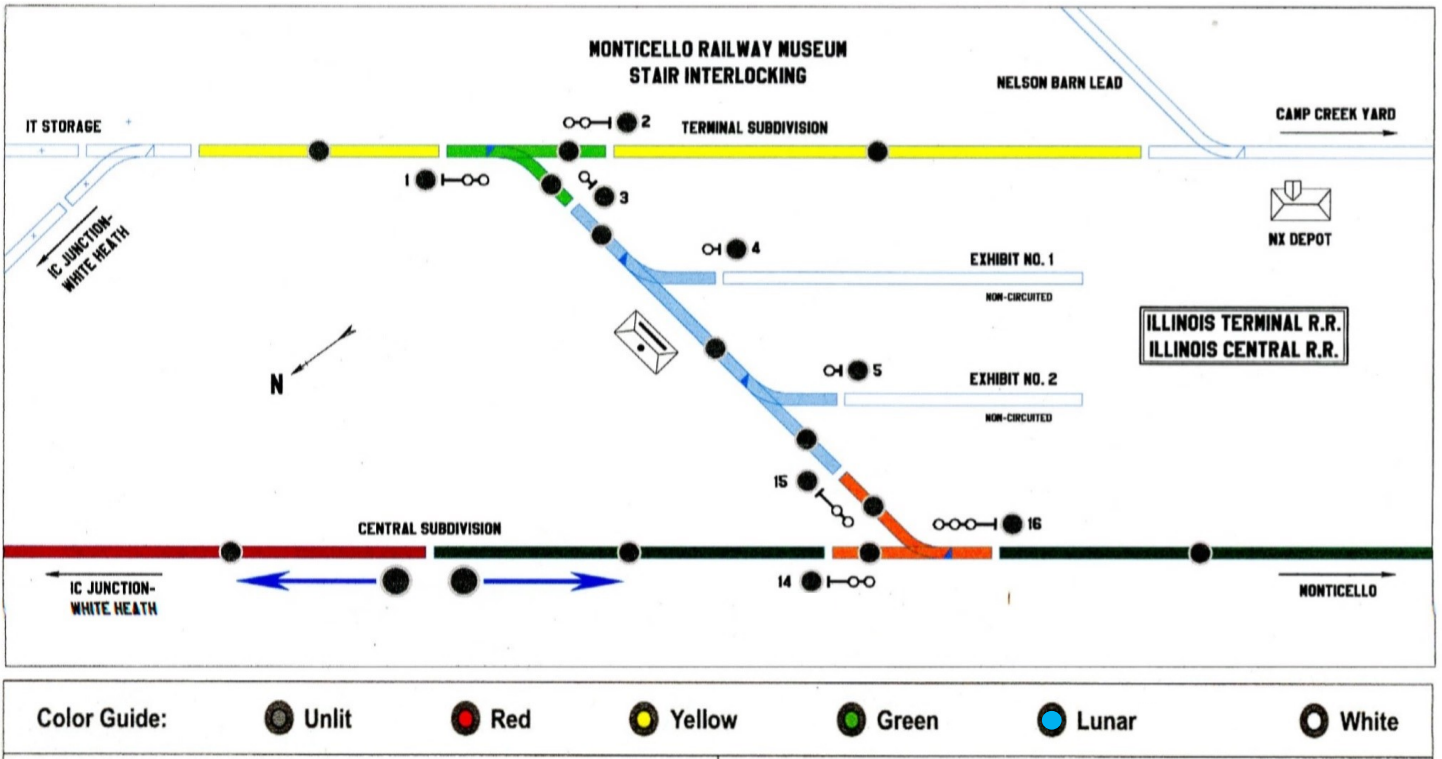
By Neal Grant

*Right;* In 1967, Illinois Central Towerman Joe Wallace poses next to a set of Gibson City Tower levers which are now part of Stair Tower.



Each leverman was required to polish six lever handles, which was a reflection of the well maintained tower.

The following is an explanation of a signal location as listed on the manipulation chart, the signal aspect, and what action must be taken to be in compliance with that signal indication and rules.



**STOP:** Stop before any part of the train or engine passes the signal.

**Clear:** Proceed.

**Approach:** Proceed prepared to stop before any part of train or engine passes the next signal.

**Restricting:** Proceed at restricted speed not to exceed prescribed speed through turnout.

**Diverging Clear:** Proceed on diverging route at prescribed speed through turnout.

**Diverging Approach:** Proceed on diverging route at prescribed speed through turnout prepared to stop before any part of train or engine passes the next signal

Signal No. 1: Southbound Home Signal: Illinois Terminal Main



**CLEAR:**  
Continue southbound on IT Main.



**STOP:**  
Do not pass signal.



**DIVERGING APPROACH:**  
Route lined through crossover to IC Main. Red signal at IC Main.



**DIVERGING CLEAR:**  
Proceed through crossover. IC signal lined for southbound movement.



**RESTRICTING:**  
Continue southbound on IT Main at Restricted Speed. Possibly a train ahead or open switch.

Signal No. 2: Northbound Home Signal: Illinois Terminal Main



**CLEAR:**  
Continue northbound on IT Main.



**STOP:**  
Do not pass signal.



**APPROACH:**  
Proceed prepared to stop at IC Junction.



**RESTRICTING:**  
Proceed northbound on IT main at Restricted Speed. Possibly a train ahead or open switch.

Signal No. 3: Northbound Home Signal: Crossover to Illinois Terminal Main



**CLEAR:**  
Continue northbound onto IT Main.



**STOP:**  
Do not pass signal.



**APPROACH:**  
Proceed prepared to stop at IC Junction.



**RESTRICTING:**  
Proceed northbound on IT main at Restricted Speed. Possibly a train ahead or open switch.

Signal No. 4: Northbound Home Signal: Exhibit Lead No. 1 to Crossover



**APPROACH:**  
Proceed prepared to stop at signal no. 3.



**STOP:**  
Do not pass signal.

Signal No. 5: Northbound Home Signal: Exhibit Lead No. 2 to Crossover



**APPROACH:**  
Proceed prepared to stop at signal no. 3.



**STOP:**  
Do not pass signal.

Signal No. 14: Southbound Home Signal: IC Main



**CLEAR:**  
Continue southbound on IC Main.



**STOP:**  
Do not pass signal.



**RESTRICTING:**  
Continue southbound on IC Main at Restricted Speed. Possibly a train ahead or switch open.

Signal No. 15: Southbound Home Signal: Exhibit Lead to IC Main



**STOP:**  
Do not pass signal.



**DIVERGING CLEAR:**  
Continue southbound from crossover onto IC Main,

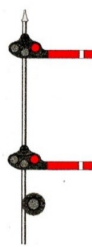


**RESTRICTING:**  
Continue southbound onto IC Main at Restricted Speed. Possibly a train ahead or switch open.

Signal No. 16: Northbound Home Signal: IC Main



**CLEAR:**  
Continue northbound on IC Main.



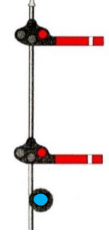
**STOP:**  
Do not pass signal.



**DIVERGING CLEAR:**  
Continue northbound from IC Main to crossover. No. 3 is clear signal.



**DIVERGING APPROACH:**  
Continue northbound from IC Main to crossover. No. 3 is stop signal.



**RESTRICTING:**  
Continue northbound on IC Main at Restricted Speed. Possibly a train ahead or open switch.



Signal No. 36- Northbound Distant Signal: Northbound on IC Main



**CLEAR:**  
Continue northbound on IC Main.

**APPROACH:**  
Proceed prepared to stop at signal no. 16.

**RESTRICTING:**  
May proceed past signal northbound on IC Main at restricted speed. Possibly a train ahead or open switch

**ADVANCE APPROACH:**  
Continue northbound on IC Main and stop at second signal.

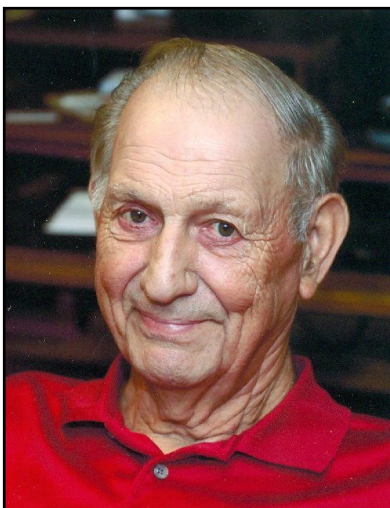
**APPROACH DIVERGING:**  
Take diverging route onto Display Lead at next signal.

MRM's operating rules are not modified and the signals do NOT convey authority to occupy a main track as the entire railroad still operates under Rule 93.(Yard Rule) and you must still operate at restricted speed regardless of a signal displaying an indication better than restricting.

These signals do not prescribe speeds, but simply provide route information. Trains must still operate at restricted speed, regardless of signal indication at all times. Any signal aspect that is all RED lights, HORIZONTAL semaphore blades, or HORIZONTAL position lights, with no other lights of other colors present, is a STOP indication and you must stop your train before any part of it passes the signal. If there are any non-red light, non-horizontal semaphore blade or position lights, the signal indication is better than stop and you may pass at restricted speed.



**THE  
LAST  
RUN**



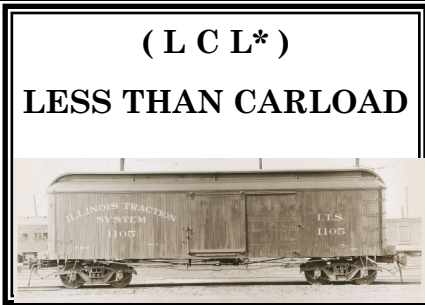
**In Memoriam**

**Paul L. Bundy**  
**January 30, 1936**  
**October 17, 2019**

Paul Bundy of Decatur, Illinois, passed away at the age of 83 on October 17, 2019. Paul was a life member of the museum, with a variety of interests ranging from equipment restoration to track work, and was involved in several projects on the property.

A native of Decatur, he was a conductor for the Illinois Central/ Illinois Central Gulf Railroad for 44 years as a conductor. His hobby was woodworking.

He is survived by his wife Patricia of 64 years, sons James Lee, David Wayne.



Railroad Days  
September  
21st—22nd



# The Polar Express

November 15th – 17th, 22nd - 24th, 29th - 30th

December 1st, 6th-7th, 8th



MONTICELLO  
RAILWAY MUSEUM  
P O BOX 401  
MONTICELLO, ILLINOIS 61856

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THE NEWSLETTER OF THE MONTICELLO RAILWAY MUSEUM

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**ARRIVALS & DEPARTURES**



**STEAM SCHEDULE**

**401 in Steam: Ride behind our restored 1907-vintage steam locomotive!**

**May** Saturday: 16 - Sunday: 17

**June** Saturday: 13 - Sunday: 14

**July** Saturday: 18 - Sunday: 19

**August** Saturday: 15 - Sunday: 16

**October** Saturday: 3 - Sunday: 4

**Spring Throttle Time - April: Saturday—25 Sunday - 26**

**School Days - May: Tuesday - 5**

**Opening Weekend - May: Saturday - 2**

**Mothers Day - May: Saturday - 9 Sunday - 10**

**Fathers Day - June: Saturday - 20 Sunday - 21**

**Fireworks Train - July: Friday - 3**

**Railroad Days – September: Saturday - 19 Sunday - 20**

**Fall Throttle Time - October: Saturday - 10 Sunday - 11**

**The Polar Express™ – To Be announced**

**Lunch with Santa on the Train – To Be announced**