



THE YELLA BOARD

Volume 48 Number 1

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

MAY JUNE
2015



*The Dedicated Sentinel.....*MRM Conductor Syl Keller stands alert awaiting the arrival of a bus load of youngsters out of school on a class trip to learn about the art of trains and rail-roading.....under his watchful instruction..... Photo Courtesy Dale Jenkins

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THE
OBSERVATION
PLATFORM

By Donna McClure



For those of you who have not participated in the Polar Express, you may wonder why our Museum decided to buy the VFW building (located in downtown Monticello across the parking lot from the Wabash Depot). We have used this building to provide space for the gift shop, additional indoor waiting area, and additional restrooms for Polar express ever since the first year of the event (2007, by my records). Our working relationship with the gentlemen of the VFW has been fantastic over the years. But we realized that if anything were to happen that would cause us not to be able to use the building, it would be not only a logistical but also a physical burden for the event. Without going into all the details here, we ran the numbers on what it would cost to try to find alternative accommodations for these functions, and determined that we need this building.

Last August we approached the VFW and found them very receptive to selling the building to us. They are very concerned that the building continue to be available to the community as a low cost venue to rent, and that it be available to men and women deploying or



returning from service to celebrate their service to our country. In their eyes, MRM would be the kind of steward that will maintain this relationship with the community. At the direction of the Board of Directors, John Sciutto, Doug Butzow and I met with representatives of the VFW and American Legion, and fairly easily worked out an agreement. It took a little longer for the lawyers to add to it. The Board was becoming restless because we had anticipated closing in January, but finally, in May we had the closing. The VFW building is now ours.

So we have entered another era in the Museum life. We are now landlords. To date the bulk of our building maintenance has focused on our historic depots. Now we have a more routine maintenance of roofs, HVAC, etc. But we have opportunities to tie train charters, building rent, and dining car use for special events that no one else can offer – at least not in this area.

Who could have envisioned, in 1966, the growth we have experienced, and where it would bring us today. In 1987 we bought the Ex IC main into town opening a new era of operations. That same year, the Monticello Depot Association moved the Wabash depot to its present location – which we now own. In 1988 we ran the first Lunch with Santa train – an event which is a major fund raiser for the Chamber of commerce. 20 years later we began operating Polar Express, an event that would grow to what it is today - special event that sells out over 7000 tickets in 15 minutes, with customers clamoring for more. As we identify new opportunities, who knows where we will be in the next 20 years.

THE BACK SHOP

By Kent McClure

Chief Mechanical Officer



The first half of 2015 has seen several maintenance projects taken care of, along with spring fling projects, and the completion of one long term project:

IC GP11 #8733 had begun to lose governor oil over time, which is an indication of a bad seal in the bottom of the unit. So, a new one was sourced from Illinois Auto Electric, and picked up by Paul Nelson, who graciously drove to Chicago to drop off the old unit and pick up the new one. When removing the old governor, Paul found several bad bearings in the injector rack linkage, which is the mechanical linkage connecting all the fuel injectors

with the governor. The upshot

and racks re-adjusted. One happy result was the unit had a horrible, cab rattling vibration in throttle notch #2, which is now gone! Amazing what some little parts and adjustments will do! Paul also, with the help of Larry Cardoza, performed a complete oil change on 8733 while it was in the shop. It was low on lube oil anyway, and we had yet to change the oil in this unit since it arrived here. (Paul does do oil analysis to make sure we aren't running oil beyond its usefulness.) As dirty as the crankcase is on this locomotive, it was certainly time. This is an oily, dirty job on the best of days, particularly changing oil filters, but it is now done, and the unit has a fresh charge of new lube oil to work with.

CN FPA-4 #6789 has been made ready for service, with the exhaust manifold and oil line leak noted in the last Yel-laboard repaired this past winter/spring by Paul Nelson and Larry Cardoza. Its first month of service for the year will start in July.

MILWAUKEE ROAD NW2 #1649 has been in occasional service as a shop switcher as needed so far this year, working without issues.

WABASH F7 #1189 has been our primary power most weekends this season to date, but will rotate out after the July 3rd Fireworks train for at least 30 days. While doing the governor work on 8733, Paul decided to check the same rack bearings on 1189 that were found worn out on 8733. He found some which were no longer smooth rolling, but none worn half through as they were on 8733. We took the opportunity to replace them anyhow to head off their demise. We've also installed a new set of cranking batteries in this unit this spring. The new batteries cost \$6,602.80, including freight. But, we can't complain too much. The batteries that were in this locomotive were used batteries, donated to MRM by Norfolk Southern back in 1992. They had been purchased new by NS back in 1987. Those batteries lasted 27 years! I'll say the biggest reason they lasted that long was two-fold; first, long time member Charlie Inman, still working as an NS electrician at Decatur at the time, picked out the best ones he could find at the time, and second, the care Paul Nelson takes when he maintains them. To be fair, over the years we have changed out, I think, two individual trays of the set of eight. But the bulk of the set lasting this long is extraordinary.

B&O CHICAGO TERMINAL CABOOSE #C1735 This is the "bobber" caboose MRM received as a donation from Mr. James Crabb of Wilmette, IL, in 1983. Mr. Crabb had purchased the car from the B&O for his daughters to use as a playhouse. The car has had an on again-off again restoration, depending on other needs/priorities. This summer saw this project to completion, spearheaded by Syl Keller, Paul Bundy, Dennis Slone, and Eric Schaffer, with the help of Brian Jones, Dave Heyn, and Mark Weckel. Dennis also enlisted the help of noted B&O historian Dwight Jones, who graciously agreed to provide paint samples of the correct colors for the car, and also traveled from Ohio to apply all the stenciling to the car, using stencils he had created to match what the car would have worn. This work was completed in June of 2015, with the car rolled out for portraits and night photos shortly after. Mechanical needs on the car are being studied to determine if it can be made operational for special events. It will otherwise be placed on display in the Nelson Barn along the viewing platform so our visitors can see the interior as well. Many thanks to all involved, including Don Plotkin, Paul Jones, Eric Webb, and others who worked on the car during the major repair work that was done quite a few years back. A well deserved THANK YOU!! to all involved in this long running project.

TANK CARS SWFT 1 and SWFT 2 These two tank cars were donated by ADM some years back, after being declared surplus to their needs at the then soon to be dismantled Champaign elevator located north of I-74, on the west side of the Illinois Central main line. The cars, being plain bearing equipped and very old (build dates around 1925) were trucked out of Champaign, and placed back on rail at the Museum site. The cars have shuffled around in the interim as we worked through higher priority shop projects, but they have now bubbled to the top. They were both moved into the car shop after the B&O bobber left, and the above named crew began working them over. They will need all new wood parts, decking, running boards, etc., as well as some mechanical and safety appliance work to two cars, which is ongoing. As of this writing, the existing rotten wood has been removed, and the straightening

make them complete, and serviceable for use in a "period freight train". Some research is still required on one of the of bent and mangled safety appliances is under way. New lumber is being sourced from Heartland Hardwoods of Effingham, IL. The cars will be sand blasted for new paint, and then painted into a paint scheme they each would have worn at some point in their working lives.

IC Diner 4110 and GM&O Sleeper Timothy B. Blackstone: As noted in the previous issue of the Second Section, a crew of six traveled to Los Angeles, California in mid-April to prep these two cars for shipment on their own wheels from Los Angeles to Monticello. A month prior to our trip west, MRM president Donna McClure dispatched letters to both Union Pacific and Norfolk Southern to request "no cost" or reduced rate moves of these cars, from Los Angeles to Kansas City in the case of Union Pacific, and from Kansas City to Monticello in the case of Norfolk Southern. Union Pacific has, just within the last week of this writing, contacted us to confirm they will grant MRM a free move of both cars from LA to Kansas City/NS. We still have not heard from Norfolk Southern. For information, the quoted rate to move EACH CAR from LA to KC/NS on UP was \$7.64 per mile, a total of \$13,750.00 PER CAR. Needless to say, Union Pacific's most welcome generosity will do much to further these two car's restorations! (Yes, we checked with BNSF too, BNSF's quoted rate was \$1.00/mile higher than Union Pacific's rate.) As of this writing, we are awaiting a contract for movement from Union Pacific, then things should start happening. The good folks at Pacific Railroad Society have the cars switched out and coupled together, ready to go when UP comes for them. That said, we still have no real inkling of a potential arrival date at MRM. Peter Nicholson has been scouring the Newberry Library in Chicago in search of GM&O painting information for passenger cars. He has found most of the material needed to repaint the Timothy B. Blackstone into GM&O colors, with proper lettering styles, spacing, and color locations. Thanks Peter!

Southern #401 401 has been operating pretty well after the off season. This past winter saw the "Fifth Annual Inspection" of the boiler, which requires a test of the "flexible" staybolts in the boiler. (Flexible bolts get their name from their ball-shaped head, and mating "socket" type seat in the boiler, allowing the bolt to swivel in this seat, rather than bending to accommodate the differences in inner and outer firebox sheet movements) These bolts, if drilled for nearly their entire length with a "tell-tale" hole (which, if the bolt breaks or cracks, will show steam/water at the tell tale opening in the firebox, giving away the broken bolt.) may be tested electrically for continuity via the tell-tale hole. Our testing was successful, with no broken bolts found. This testing required access to all the flexible bolts, which required knocking out part of the "flash wall" inside the firebox to get at the bolts. (The refractory flash wall protects the door sheet of the firebox from direct contact with the fire. After testing, new portions of the flash wall were rammed up with refractory and allowed to cure. We also took the opportunity to increase the combustion air openings available by more than doubling the area available at the hopper openings. We added a forward facing hopper as well as the usual rearward facing opening, with adjustable doors on each. This has made some difference in firing, with the drumming issues we've had now gone. We've also found a slight leak around a balance plate stud on the right steam chest. This was repaired prior to June's operation of the locomotive.

CRI&P Coach #2541 Our mainstay Rock Island coach last winter, during Polar Express, developed a leak in an interior steam line, causing a mess in the car just prior to the first train of one of the trips. Many thanks to Brian Downing for finding the cause and isolating it to prevent a further mess, and getting the car cleaned up/mopped up prior to boarding. This spring, Russ Fischer and I pressure tested the interior plumbing to isolate the leak, and found it to be in the middle of a piece of finned steel pipe. No apparent freeze damage, so it appears to be pitting in the pipe bottom. Jeff Tillman tackled the job of removing that section of the piping, from car center to the end of the car. We then replaced it with finned copper tube of the same interior size which had been removed from the D&H baggage car back when it was converted to a display car. We also had to add a linear compensator to allow the copper pipe some substantial linear displacement as it heats up and cools down. This repair is complete and the car is again ready for cold weather service.

RPCX 1827 Aka the "Pocahontas" has had some electrical improvements made during spring fling. Jeff Tillman and Kevin Steckel worked on re-installing the new window shades, which replaced the very rotten and torn ones which were in the car on its arrival here. I also removed one window in the coach section due to fogging between the panes of glass. This entailed disassembling the window, which, of course, led to several broken screws in the window frame, and several stripped screws used by the clamping ring which hold the window frame in the car. All of that turned a 2 hour job into an all day job, but this is typical of these windows when they haven't been out in a while. Another soft spot has appeared in the lounge floor which will need patching prior to this season's Polar Express.

IC Diner #4112 This diner has had some improvements made already, namely the removal of the DC motors in the condenser assembly, replaced with three phase units. This removed the last "legacy" DC equipment from the car, allowing us to remove the remaining rectifier from the electrical locker. It required the addition of some relays, and the fabrication/machining of new motor shaft extensions and adapter plates to mount the new motors. Many thanks to Russ Fischer for machining/assembling the new parts, Bruce Backus and John Bratcher for pulling new wire and making the necessary locker changes to complete this project. This car has already seen some revenue service in charters, as well as use for the 3rd of July fireworks train. Several of the folks who were on the car for the fireworks train commented on how nice the car was, and one commented "Can anybody ride in this car? I only have a regular ticket". She was very happy to hear she was more than welcome, and could indeed ride in the diner if she chose to on her ticket. Tyleno Crouch is finishing up stripping old paint out of the final locker in the car, the "broom closet" just outside of the kitchen entrance. That will soon be complete and painted. Among things left to do, cleaning one more refrigerator, and completing cleaning of all the stainless steel in the kitchen. A goodly part of that is done, but there is more to do, and it is a miserable job. We even got a quote to have the kitchen professionally cleaned, but at \$5,000.00, it was just too steep for us. Even they admitted there was no secret in cleaning something like that, it just takes bodies and elbow grease, which is why it is so expensive.

Wabash Office Car #6 The primary spring fling project this year was repainting Wabash #6 into Wabash colors/lettering. As is usual, it was a nightmare masking project, with Peter Nicholson and John Bratcher tackling that aspect of the job. Since the existing paint was well adhered, and was the only paint on the car (the sides had been stripped by the previous owners prior to the application of the maroon/gold paint it wore on arrive at MRM.) we elected to simply sand the existing paint, fill some minor issues, and spot prime any exposed steel. The car was then washed, tack ragged, masked and painted. The car sides/ends were painted with IMRON for both lettering and body colors, while the black under body and roof were done in a fast-dry alkyd enamel. We elected to not clear coat this car as it will spend 99 percent of its time indoors on display. As the same paint has held up so well on our Wabash loco. #1189, we feel the expense and time of the clear coat in this instance was not justified. We also reinstalled the antennas that were removed prior to shipping the car via flatcar to Monticello, and installed new light sockets in the open-platform light fixtures due to the originals being in very poor condition. John Sciutto rebuilt both trap openings so they function properly, both open and closed. We also repaired the main steam conduit at the platform end of the car. This had been broken at some point, likely when being moved from storage place to storage place in Chicago. It appears to have been broken by a crossed drawbar incident, which is where couplers completely bypass each other rather than coupling normally, crashing into things they really shouldn't. This usually happens when trying to couple long cars in curves while not paying attention, and usually does all kinds of bad things in the process. This frequently leads to rolled over rails and derailments. The biggest clue to this was a mark on the side of the coupler, and the fact we also had to straighten the steam valve operating linkage, as well as the coupler lock lifter to make them both function properly again. Repairs to the steam conduit required rethreading the 2" steam line in place under the car, then the re-application of new plumbing to put the valve back where it belonged. We also installed HEP power cabling on the blind end of the car to allow limited use in trains, but the transformer/rectifier installation for use with the three phase trainline is not yet complete. Many thanks to the entire spring fling crew for getting this car done!

IC Coach #2612 Bruce Backus replaced a relay in the Waukesha control cabinet during spring fling, replacing one that no longer functioned as intended. Donna McClure has taken on the deteriorated condition of the interior paint, and general interior appearance, of this car. She has been busy stripping trim, sanding walls/stripping where necessary, cleaning, priming and repainting. Peter Nicholson assisted by tracking down original painting descriptions for this car, which confirmed what she was finding in the lower layers of paint. She is matching as close as is possible with the small slivers of original colors we have been able to get. This car will be out of service until interior repainting is complete.

WABASH Caboose #2824 The Wabash Historical Society has begun a restoration/backdating to pure Wabash appearance, interior and out for this car. It has been sand blasted and the first coat of primer applied. Body filler work is ongoing, as is interior work. Much of the interior required changing to return it to its original Wabash layout. They have taken on quite a job, and right out of the gate the weather was uncooperative, pushing back their blasting/painting schedule to the point they couldn't get that part of the project to where they wanted it to be. The time was well spent however, with the interior work moving ahead. MRM members Paul Nelson, John Sciutto, Bill Ligeros have assisted with various parts of the work to date.

As you can see, there is much going on to many pieces of equipment, and we want to particularly thank the new volunteers who have joined the organization and are actively working with us to restore/repair/maintain the equipment. If I have inadvertently left out a name of someone who was involved in one of these projects, please take no offense, as rest assured it is not intentional, and is no one's fault by mine.

Illinois Terminal R. R. Company

Illinois Traction Division

TIME TABLE No. 14

EFFECTIVE SUNDAY, NOVEMBER 7, 1948

At 12:00 P.M. Central Standard Time

Successor of All Previous Time Tables

This Time Table is for the Government and Information of Railroads only, and the Company assumes no liability for any error in its contents or for any change in time, route, or schedule.

NOTE: CAREFULLY SPECIAL INSTRUCTIONS ON PAGES 16, 17, 18, 19, 20, 21, 22, AND 23.

F. L. DENNIS, General Superintendent St. Louis, Mo.
 G. C. DENNIS, Superintendent Springfield, Ill.
 W. B. SMITH, Asst. to General Supt. St. Louis, Mo.
 C. WOFFORD, Train Master Springfield, Ill.
 B. B. HILL, Asst. Train Master Decatur, Ill.
 C. F. SCHUBERT, Asst. Train Master Decatur, Ill.
 G. C. WARREN, Chief Dispatcher Springfield, Ill.
 B. YATES, Terminal Train Master St. Louis, Mo.

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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.



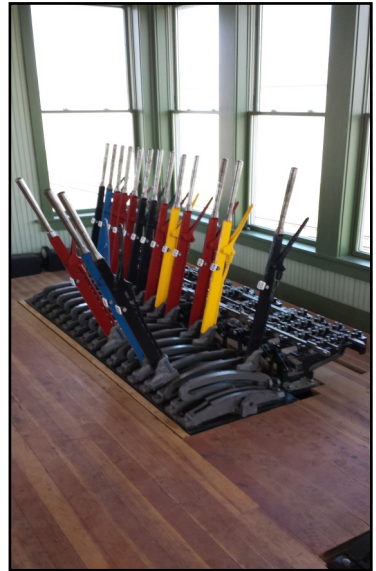
WELCOME TO STAIR TOWER

By T. O. Grant

Stair Interlocking Tower named in memory of Richard P. Stair continues to take shape as museum volunteers work on the many tasks needed to complete a working interlocking “plant”. The term plant refers to the total compilation of mechanical and electrical devices that collectively comprise the system of signals and communication devices.

The term interlocking is defined as “An arrangement of interconnected signals and signal appliances for which interlocking rules are in effect. Signals and movement of signal appliances must succeed each other in proper sequence.” Expanding on this idea of “proper sequence”, it is the function of the interlocking to convey signal indications to passing trains conflicting signals cannot be displayed.

Located in the upper story of Stair Tower are two “machines”. What you see above the floor are the levers that when pulled, (or reversed) control functions in the “plant” such as moving derails or switches and displaying signals. MRM is fortunate to have two distinct manual interlocking machines. The Style “A” machine shown on the left is comprised of components recovered from Gibson City and Tuscola, Illinois. Both of these locations served the Illinois Central Railroad. The second machine is a Saxby & Farmer machine from Smithshire, Illinois. The two machines are very different in the manner in which the



the locking is accomplished. For the Style “A” machine, the locking “bed” is a vertical affair that resides below the floor and is pretty much out of view from the operating position within the tower. The Saxby & Farmer, however, has its locking bed mounted horizontally above the floor. The locking bed sits directly behind the operating levers.



STYLE “A” LOCKING BED

The Style “A” machinery that we have was designed for installation in a two-story structure. While the Saxby & Farmer machine was designed for ground-floor installation, we have mounted them side-by-side to show the differences. As a note, the Saxby & Farmer machine had been converted to all-electric operation before the acquisition by MRM, the locking was still effective, but movement of the switches, locks, and signals had been converted to electric operation in its later years.

Every tower had a “manipulation chart”, usually framed and posted on the wall for the convenience of the operator, it goes without explanation that as the complexity of the tracks in the plant increased, so would the size of the manipulation chart. Going back to that idea that signals and movement of signal appliances must succeed each other in proper sequence, the operator would follow the manipulation chart in order to establish a clear route for a train. This activity would culminate in displaying a signal that would tell the engineer that it was safe to proceed. Note, however that this might not always be the “high green”, but could be an approach or restricting signal if the train was to take a siding for example.

The important thing to remember is that the locking bed, which can be thought of as a mechanical computer takes care of preventing conflicting signal indications. You would never want both railroad lines that cross at an interlocking to receive a clear signal simultaneously, that would be a potential disaster. Levers are locked or unlocked by the action of moving other levers. “Signals and movement of signal appliances must succeed each other in proper sequence.”

In the early days of interlocking towers, the elevated position of the operator permitted good visibility up and down the tracks. These were the days before electric track circuits became the norm and the operator would have to be vigilant to “line-up” for an approaching train. Mechanical “detector bars” sensed the presence of wheels in the plant and prevented the operator from changing routes under a passing train, but in these days electric circuits had not really gained popularity, everything was mechanically operated. The light sources for the semaphores were oil lamps, in other words, not many functions were electrified!

As electrically operated elements of interlocking began to supplement the mechanically operated aspects of interlocking plants, electrically operated signals and track circuits permitted replacement of the purely mechanically operated units. Most plants became hybrids if you will, the mechanical locking remaining but the connections to the track elements and signals becoming electrically rather than mechanically operated. Shown here is the actual “model board” from Gibson City showing the track layout and numbering of the signals, locks, switches etc. for the interlocking plant.



An approaching train would ring a bell and light a lamp in the model board. Likewise, signals were represented on the model board and a lamp would illuminate showing that the signal in the field was at an indication more favorable than stop. This model board represents a time when electric circuits were widely used. Here are two representatives of relays that when combined would comprise complex “logic” circuits enabling locking, timing, and other functions necessary for operation of the plant.



Interpreting the role of the operator at Stair Tower includes the importance of communications to safely move trains. Shown here is the “operator’s table” which in essence was a work station for the tower operator. From this table the operator had telegraph or telephone communication with the dispatcher and other stations, and in the case where a tower served a junction of two or more railroads, it was typical to have communication circuits with all the railroads involved. Early on it was telegraph.



Later, telephone systems supplemented the telegraph, two-way radio came later. What you don’t see here is a computer terminal. In a more modern era computers were prevalent in towers and the telegraph faded from use.

Enabling testing of the telegraph lines, this switchboard facility allowed the tower operator to assist with locating trouble on the wires. Usually the “wire chief” would instruct the operator to “plug-out” or “patch” one wire to another or ground enabling testing from the wire chief’s testboard. This was a temporary repair as the linemen would then be called out to make permanent repairs. The tower operator need not be an expert in telecommunications, the Wire Chief could contact the operator on a working circuit and ask for instance, “Patch Dispatcher north to message south” or “patch line 67 south to ground”. The jacks were numbered and records were kept by the Telegraph and Telephone department enabling the wire chief to ask for a particular test by jack number. The trouble might be as simple as a blown fuse. In this image one unit has been opened revealing the internal fuses.



The tower encompasses a communication and control point for the safe passage of trains. The various elements of signal and communication systems together with a competent operator insured safe and efficient passage of rail traffic.

ILLINOIS TERMINAL RAILROAD COMPANY				
Order No.	37	Date	9-19	9-19
To C. & M. Train	285	at	Edwardsville	
Train	Car	and Train	Car	will meet at
796	285	and Train	203	1604
796	285	and Train	97	301
Notes: 796 and 285 run on lot and 2nd 96 Edwardsville to Esp. Belt. All items here at Edwardsville have arrived and repaired.				
ROUNDOGS	MOTORCARS	TRAIL	Complete at	PROP.
Types	Keckler	285	23	KS
			PH	

Form - 0102 Old Form 201

**THE
TRAIN
ORDER**



Ted Lemen photo



Dave Berndt photo

Opposite Page: “All those having a good time and are enjoying your meal raise your hand”. Members of the 20th Century Railroad Club enjoy the first catered “*Dinner In The Diner*” in the IC Diner 4112 .

Right: Ginger Bernard owner/head chef of *Party In a Pinch Catering* prepares a scrumptious serving. Below: A rare consist for 401 poses for a photo near the new car barn.



“NOTHING FINER THAN DINNER IN THE DINER”

On May 16, 2015, the 20th Century railroad Club of Chicago, Illinois boarded the MRM train at Nelson Crossing for an adventure of not only a train ride behind steam, but also historically, the first group to charter the dining and business car, with a meal being served. The sandwiches along with a variety of salads and deserts topped off a leisurely train ride over the museum track-age in both the IC No. 7 Business Car and the vista-flat.



(L C L *)

LESS THAN CARLOAD



Right: Marshal Sonny Dodd questions a passenger about the location of outlaw “Klondike Kid” whom was not found on the train with passengers destined to Hardy’s Reindeer Ranch. **Above:** The deputy attends to the Marshal’s horse while he is aboard.



Ted Lemen Photo

Left: Residents of “A Step Forward Home”, Decatur, Illinois, enjoy a comfortable spring day to ride aboard the museum’s railroad. A hand operated elevator is used to raise visitors to the floor level of the IC Combine 892 for entry aboard the train.

Right: A group of school kids board the train after touring the display cars, receiving an education of railroad history, then a train ride to experience this history.



Left; The new car barn is receiving an additional improvement with the installation of sidewalks between the tracks. *Right;* About to board at Monticello is a young couple from the 1920's



Kent McClure Photo



Kent McClure Photo



Above Left: Wabash Business Car No. 6 has been restored to its original Wabash Blue paint scheme as work continues inside to restore the interior. *Above:* The Wabash Car No. 6 before being painted. *Left:* Restoration work has begun on a set of tank cars that will become part of the car barn display. *Below:* The Monticello VFW hall was sold to the MRM and will serve as the permanent home for the Polar Express and other museum events.



Ted Lemen Photo





Dennis Slone Tom Scott Jr. John Crawford Dale Jenkins Dave Berndt Jon Roma
 Nick Clayborn Ron Vieregge Daniel Frye

Ted Lemen photo

MRM MEMBERS HONORED

At the 2015 Monticello Railway Museum annual meeting, held on April 11th, the museum honored its train and engine service volunteers who logged the most hours contributed to MRM. The total mileage traveled by the volunteers to serve the museum during 2014 was roughly equivalent to *five trips around the world!!* Below is the donated hours:

Dave Berndt	321	Dennis Slone	161	Dale Jenkins	94
John Crawford	279	Tom Binger	158	Paul Vallow	88
Jim Bilsborrow	272	Thomas Scott Jr.	133	John Sciutto	85
Daniel Frye	204	Jon Roma	122	Nicholas Clayborn	80
Neal Grant	189	Ron Vieregge	103		



Left: The IT main line at IT Junction is having 90 pound rail replace the 60 pound rail at the junction switch. Approximately 300 ties have been installed on the IT main. **Right;** New planters were added to the platform at the Monticello depot to welcome visitors.





Above: A MRM volunteer is in the process of restoring BOCT Caboose C1735.

Right: Volunteers proudly pose the caboose for its portrait photo and a well deserved display in the new car barn building now that restoration is complete.



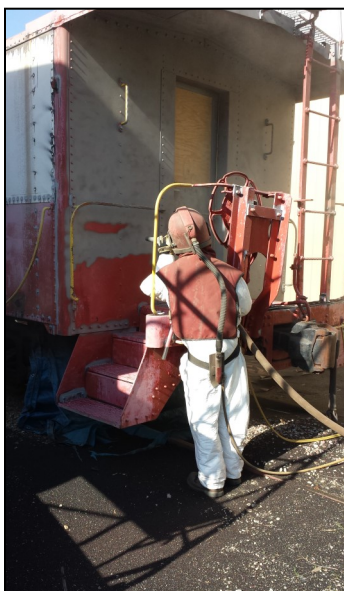
Art Purchase photo



Left: Wabash Caboose 2824 is in the shop undergoing interior restoration by members of the Wabash Railroad Historical Society.

Below Right: Sandblasting is required to remove the layers of paint to get to metal to make body repairs, apply a primer paint and then paint it in the red white and blue scheme.

Below Left: A spaceman suit equipped with a breathing apparatus is required for this intense work.



MONTICELLO
RAILWAY MUSEUM
P O BOX 401
MONTICELLO, ILLINOIS 61856

THE NEWSLETTER OF THE MONTICELLO RAILWAY MUSEUM

ARRIVALS & DEPARTURES

- [Throttle Time](#)
You can be the engineer of our train!
Dates: *Most Saturdays from July 18 through October 24, 2015 and Saturday, October 31 and Sunday, November 1, 2015,*
- [Railroad Days](#) – *Saturday, September 19 and Sunday, September 20, 2015.*
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!
- [The Polar Express™](#)
Read along with the story as the train makes its round-trip journey to the North Pole.
Dates: *Saturday, November 14; Friday, November 20; Saturday, November 21; Friday, November 27; Saturday, November 28; Sunday, November 29; Friday, December 4; and Saturday, December 5, 2015.*
- [Lunch with Santa on the Train](#) – *Saturday, December 5 and Sunday, December 6, 2015*
Enjoy a visit with Santa Claus while eating a kid-friendly sack lunch. This event is hosted by the Monticello Chamber of Commerce.

STEAM SCHEDULE

July 18th—19th

August 15th—16th

September 19th—20th

October 17th—18th