



THE YELLA BOARD

Volume 44 Number 2

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

November-
December 2011



The 401 Trundles Over the Camp Creek Trestle On Railroad Days Making For A Picture Perfect Day! This Was Just One of Many Events Occurring That Weekend That Brings To Life The Moniker "Where I've Been Working On The Railroad Becomes a Reality".

Photo Courtesy John Sanner

THE CONSIST
Volume 44 No. 2

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Have you been to the museum lately to see what changes have been made the past year or what new equipment has been acquired or restored? Now is the time to come on out and see *YOUR* museum!!!

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**THE
OBSERVATION
PLATFORM**



The Year 2011: An Eventful Year

John Scuitto, President

The 2011 Ghost Train and Polar Express were two very successful events for the museum. The new 18' animated Grim Reaper, mild weather and other improvements to Ghost Train resulted in some of the highest attendance and revenue for this event in years. Thank you to Donna McClure for her perseverance and continuing to make Ghost Train a success. For 2012 edition, Polar Express event will expand to the Sunday after Thanksgiving with 4:30 and 6:00 p.m. trains. Additionally, the dining car is being targeted for completion which will add 40-additional seats, per train. Mark your calendar for June 1, 2012 which is the date tickets will go on sale at the museum website www.mrym.org. It is anticipated the museum will eclipse the 8-day record for selling all tickets for the 2012 event. Thank you to all the museum volunteers and students and parents of Debbie's Dance studio that continue to make Polar Express one of our most popular and staffed events each year. The direction for both Ghost Train and Polar Express in the future, for outside decorations, is to make the props portable and trailer mounted to facilitate set-up and tear down. This was done successfully last year for the grim reaper which is mounted on a surplus boat trailer frame. As always, if you are interested in volunteering for 2012 Polar Express contact Ron Kempke or Syl Keller. It is never too early to begin planning for this event.

The museum recently purchased a parcel of property adjacent to our ROW located in White Heath Illinois from Topflight Grain. The property has been cleaned up by museum members over the past few weeks. This property could be used for future material storage.

Removing rail, joint bars and tie plates from sidings in White Heath and moved to museum car barn #2 and completion of #2 track up to the car barn has been ongoing. Originally, completion of #2 track was targeted for spring 2012 but the relatively mild winter has allowed much progress on track building. New 3-phase electrical service has been installed that will power the Nelson Crossing Depot, restroom building, exhibit tracks, car barn #2, Rankin motor car building and eventually Stair tower.

Serious consideration and planning is underway to sell all museum tickets online. Ticket sales would include regular weekend trains, throttle times and all special events. Previously, only tickets we have sold online have been 3rd of July Fireworks, Throttle time and Polar Express. Several factors need to be reviewed (mainly how user friendly the system is for our volunteers) additional computer hardware will have to be purchased and the museum will need a high-speed internet connection. What seemed impossible a few short years ago is now being driven by demand from our customer base.

The nominating committee for museum officers consist of Jon Roma, Brian Downing and Matt Jones. If you have recommendation for officer or board of director, please contact one of the nominating committee. Annual meeting will be Saturday April 14, 2012. The 2012 rules class will be held the morning of the annual meeting.

Thank you to all of our wonderful volunteers and hope to see you at the museum, soon.



THE RIP TRACK

By Kent McClure

401 has just crossed
the Camp Creek
Trestle and is round-
ing the curve en
route to downtown.

John Sanner

Chief Mechanical Officer Report For the Year 2011

2011 was the first full year of operation for 401. The locomotive continues to run well, but as is common we continue to find things to improve, and bugs to fix. During the operating season we found the right rear cylinder head leaking. The rear heads were not removed during the rebuild as there was no visible need to. However, after being run some, it became clear we had a leak coming from the head/cylinder joint. The offending head was removed during latter June and early July, the problem corrected and reassembled in time for July's operation.

During July's operation we noted the right front knuckle pin was beginning to graze the inside of the main rod. This was due to too much lateral motion in the #2 driving axle, most likely due to some math error on my part in setting up all those clearances some years back. While we could have trimmed a little more off the face of the knuckle pins to temporarily "solve" the issue, we would rather just fix it right. So, during the July/August period between operating steam weekends, we stripped all the rods off both sides of the locomotive, and dropped the #2 pair of drivers out from under it to attend to repairs. It turned out a good thing as we found the welds holding the left hub liner to the wheel center nearly all cracked. These had been ok upon inspection after cleaning way back when we had done the wheel work, including facing of the hub liners while the wheels were in the lathe back in 1995. Further investigation revealed the cause as well. At some point someone had added additional hub liner plates to the #2 wheel centers, but had neglected to remove the originals, which were of cast iron construction, with brass patch bolts holding them to the wheel centers. Arc welding to cast iron in this type of service is not a good idea, for the very reason we found. It must have been ok for the slow speeds around the gravel pit in its previous life, but it wasn't holding up in our service. Had we known the outer plates were welded over the original cast iron liners, we would have replaced them when the other wheel work was done. (We had replaced three or four other liners back during the wheel and tire work due to them being cast iron, and the need to weld new liners in.) This work too was completed in time for our scheduled August operation, thanks to the help of Russ Fischer, Travis Atchison, Dave Huffman, Chuck Richards, Kenny Davis, Mark Weckel, and Brian Downing.

The left boiler check has been a nearly continuous cause of annoyance due to its propensity to weep hot water/steam from the boiler. This keeps us busy re-lapping the valve and seat regularly to keep it tight.

After Railroad Days was over, we took the opportunity, while NS GP59 4610 was on the property, to "stress test" 401. Since our run is as short as it is, and the load small, we've never really had an opportunity to see how well 401 is set up for doing real work at its capacity. The dynamic brakes of the GP59 allowed us to make the railroad "all uphill" for the full distance we can run at 20 mph. We made two separate "pulls", the second being the most useful of the two. All of the running gear ran cool with the exception of the left main rod bearing, which given not too much further would have been in some serious distress. We think we've taken care of that problem, but won't know until we have an opportunity to do another stress test. The other item borne out of the test was the need for a slightly larger fuel line. (When you've got the firing valve wide open and can't make any smoke to speak of, you don't have





John Sanner Photo

enough fuel available.) Right now, after the fuel valve, the fuel line reduces down to 1" from the 1 ¼" line used from the tank to the valve. We were unable to work the loco as hard as it should have been capable of, due to not being able to maintain steam pressure against the demands of both the cylinders and an injector. This winter we'll increase the last portion of fuel line from 1" to 1 ¼", and add an inline fuel heater.

This winter we've also been refining the exhaust system to make it a little more efficient, as the new nozzle stand we threw together to replace the original was not very efficient insofar as steam flow inside it was concerned. We also plan to add additional combustion air to the firebox end to help reduce the drumming effect we frequently note. We've also taken the time to add drains to the live steam ports in the cylinder saddle. Russ Fischer has designed and built a set of automatic saddle drains for these drains. The automatic valves will close when steam is admitted to the cylinders, and open when the throttle is shut, preventing the accumulation of condensed steam in the live steam ports. While this isn't a large issue, in the long term it will likely prevent someone from inadvertently storing the locomotive with water standing in the cylinder casting. The bad thing is when everyone forgets about it, the locomotive is exposed to freezing weather, and the resulting freezing of the trapped water cracks or breaks the cylinder saddle.

Wabash F7 #1189 was in service this season, with no serious issues. As a note of interest regarding this locomotive, this past year after it returned from its use by Norfolk Southern for their Decatur Terminal Santa Train, I pulled the event recorder data for review. Over the weekend, including the trips to and from Decatur, the locomotive (and trainset) accumulated approximately 545 miles. Extrapolate this across the last 18 years NS has used it makes for a total of nearly 10,000 miles that have been accumulated just in this service.

The NS Santa Train at Decatur
John Sanner Photo

Milwaukee Road NW2 # 1649 has run reliably this past season. Late in the season we found a broken spring band on a leaf spring which will require replacement prior to further operation.

CN FPA4 #6789 was out of service for much of this season, awaiting a new voltage regulator to replace the original. The original had finally become so unreliable Paul Nelson was compelled to replace it with a new style. Paul also replaced the oil cooler cover gasket this fall, which of course turned into a filthy oily job. But, the oil cooler doesn't drool anymore

CN 6789 is leading the consist on returning the NS Santa Train to Decatur.

John Sanner Photo



GP-11 #8733 has been a reliable performer for this past year, though Paul Nelson is trying to get the unit to transition properly and having little luck. It's normally not an issue in our operation, but storage car movement can make at least the first step of transition important. The transition control 8733 is equipped with is no longer supported by its manufacturer, and Paul has had no luck so far in his repair attempts. We will likely have to update it with a newer device to completely solve the problem.

Left: 8733 approaching cemetery Crossing.

John Sanner Photo

IC Diner 4112 had additional body work done in the spring, with the roof and ends finish painted brown, and an additional coat of primer sprayed on the body, and more filler applied. Some air conditioning work was finished up, and a stuck condenser pump freed up. Interior work is ongoing, but slow with little done this past year inside the car. Our plans are to finish paint the exterior of the car in the spring of 2012. This winter will see the main steam conduit that runs the length of the car replaced, as this car must be able to at least pass steam through to the cars behind it due to its placement in the Polar Express trainset. While the car is now electrically heated, we will utilize the steam when its available for use in the kitchen where it was originally used for heating water, the steam table, plate warmer and maintaining wash sink temperatures. So far, Syl Keller and Brian Higgins have made the bends required in the first two 2 ½" pipes, which get the steam from the end valve and over the trucks. The bends are made by heating the pipes with a large torch, and carefully bending while red hot to match the bends in the original pipes.





Stan Rankin has been keeping on top of Wabash # 6 and hosting it during events like Railroad days. Stan has also spearheaded the removal of the carpeting installed by the car's previous owners, in preparation of installing new carpeting, which very closely resembles what the Wabash had put in the car. In the process of removing the carpeting, it was discovered when this carpet was installed, they simply covered the original linoleum flooring at the kitchen end of the car. We'll attempt to clean this first to see if it can be restored prior to outright replacement. The electrical system of the car was finally completed and the main blower made to run which helps immensely to make the car somewhat more tolerable during Railroad Days. Since the car originally

had Ice activated air conditioning, making the car cool will be somewhat more of a chore.

Rock Island coach 2541 was a big project this past winter, with the car jacked up, trucks removed and disassembled, all parts sandblasted and inspected, repairs made, three wheelsets re-profiled, and the trucks primed, repainted and reassembled. This was made possible with the help of Travis Atchison, Dave Huffman, Ken Kane, Tim Crouch, Doug Butzow, Syl Keller, Paul and Matt Jones, and others. We have needed to do this work for a number of years, and it has put this car in a good running gear condition for quite a few years. This past spring we also applied new safety chains to each end of the car, replacing the bungee cords and other contrivances of the past. We used the builder's photos of the car to have new hooks custom hand forged at Floodplain Forge in Farmer City, and to apply the chains the same as was done by the Rock Island.



IC Coach 1827 has had some minor reworking done to the electrical system to make the heating/cooling system function off the thermostats again. We also found a leak in the roof around the vent for the men's restroom, which was then fixed. This winter's list of other work includes draft gear work on our "Vista" Gon, NKP flat car #1907, work inside the diner as well as body sanding on the outside, air brake work on Wabash #6, a new door for the baggage end of IC 892, and a new stove pipe for the Wabash caboose usually used in train service.

My sincere thanks and appreciation for everyone who has helped make all this happen over the past year. If I have omitted your name from any of the above, please be assured it is not intentional, just a feature of my poor memory! 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 winter. So, please, come on out and lend a hand.

THE TRAIN ORDER

ILLINOIS TERMINAL RAILROAD COMPANY

Order No. 37 285 Date: 9-19 1954
 To C & M Train: _____ Car: _____ will meet at _____
2796 285 and Train: 203 Car: 1604 will meet at Lawrence
2796 285 and Train: 97 Car: 301 will meet at Copius

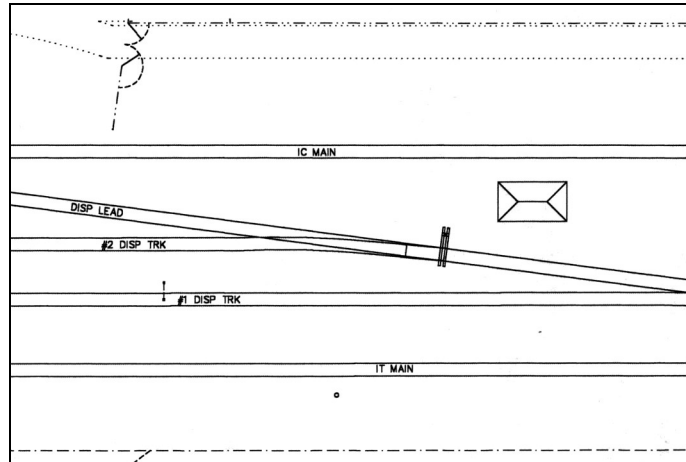
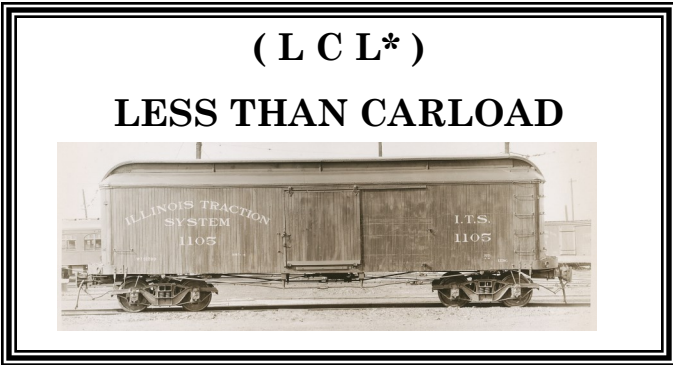
Train: _____ Car: _____ and Extra: _____ will meet at _____
 Extra: _____ and Extra: _____ will meet at _____
 Extra: _____ and Extra: _____ will meet at _____

*Motor 274 and 285 run on lateral and 2nd 46 Edwardsville to Esp Belt
 All have fire at Edwardsville have
 wood and repaired*

CONDUCTOR: _____ MOTORMAN: _____ TRAILER: _____ COMPLETE: _____
Byers Keeble 285 285
 Form - 0512 Old Form 343

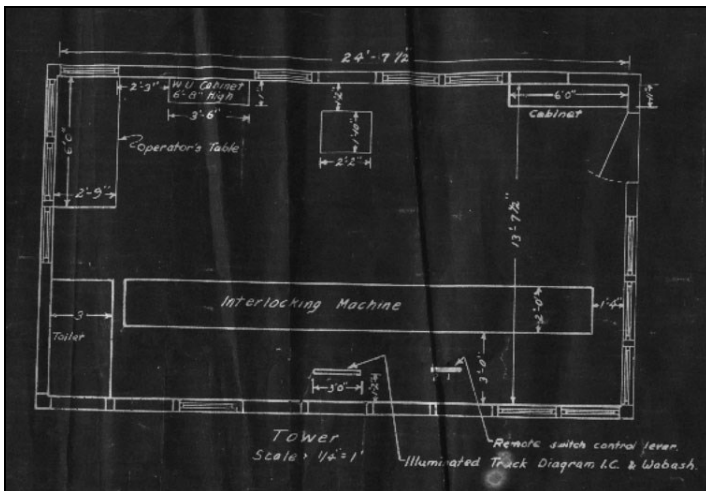
RAILROAD DAYS — 2011





Above; Donna McClure operates the controls to demonstrate the motions of the “Flying Ghoul” that “leaps” out a passing train.

Below: The Stan Rankin Motor Car Shed is now complete with doors and electric power and ready for service in 2012.



Left Above: The proposed location of the Stair Interlocking Tower with be situated between the IC Main and Display Lead Track, north of the Nelson Crossing.

Center: A drawing of Illinois Central’s Gibson City Tower is the proposed layout for the Stair Tower.

Left; Inside the Carbarn #2, the Track No. 1 ties now have rail spiked and work is underway to finish laying Track No. 2. The No. 1 Track will house the museum’s operating train set.



The Timetable

Illinois Terminal R. R. Company

Illinois Terminal R. R. Company

Illinois Traction Division
14
 TIME TABLE No. 14
 EFFECTIVE
 SUNDAY, NOVEMBER 7, 1948
 At 12:00 P.M.
 General Summer Time
 Respecting All Previous Time Tables

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This Time Table is for the Government and information of passengers only. It is subject to change without notice. It is not to be construed as a contract. It is subject to change in time, date, route or service.

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

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THE POLAR EXPRESS

John Sanner Photos

Once again, the Polar Express rolled out of the Monticello Depot destined to the North Pole with small noses pressed against the window in search of the bearded elf with the magic of Christmas and the silver bell.

On November 25th -26th and December 2nd-3rd, passengers experienced excitement of dancers, chefs serving hot chocolate, a bum transverse from car to car and the arrival of Santa Claus.

What does it take to make the Polar Express function?



VOLUNTEERS!!!!



John Sciutto Photo



MONTICELLO
RAILWAY MUSEUM
P O BOX 401
MONTICELLO, ILLINOIS 61856

THE NEWSLETTER OF THE MONTICELLO RAILWAY MUSEUM



ARRIVALS
&
DEPARTURES

STEAM SCHEDULE

May 19th—20th June 30th—July 1st
July 21st—22nd August 18th—19th
September 22nd—23d October 13th—14th

- [Throw Mamma On The Train](#) - May 12-13: Mom rides FREE when accompanied by their children.
- [Fathers Day Weekend](#)—June 16-17: 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 22-23: Come ride our vintage passenger and freight trains on the former Illinois Central and Illinois Terminal trackage.
- [Ghost Train](#) - October 20-21, 26-27-28: ALL ages can enjoy a train ride through Camp Creek Hollow with a stop at Cemetery Road... but only the BRAVE should check out our Haunted Boxcar!
- [The Polar Express™](#) - November 23-24-25 & 30 and December 1: Read along with the story as the train makes its round-trip journey to the North Pole.
- [Lunch on the Train With Santa](#) - December: 1-2 A train ride and lunch with Santa!!