

“The Second Section”
Monticello Railway Museum
P.O. Box 401
Monticello IL 61856



**MONTICELLO
RAILWAY
MUSEUM;**
Where “I’ve Been
Working on the
Railroad” Becomes
a Reality

THE SECOND SECTION

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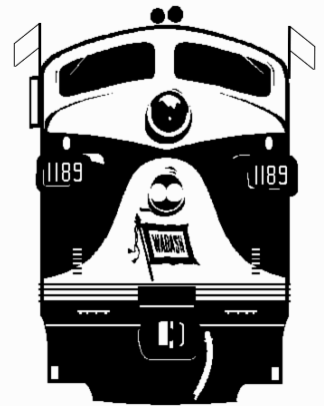
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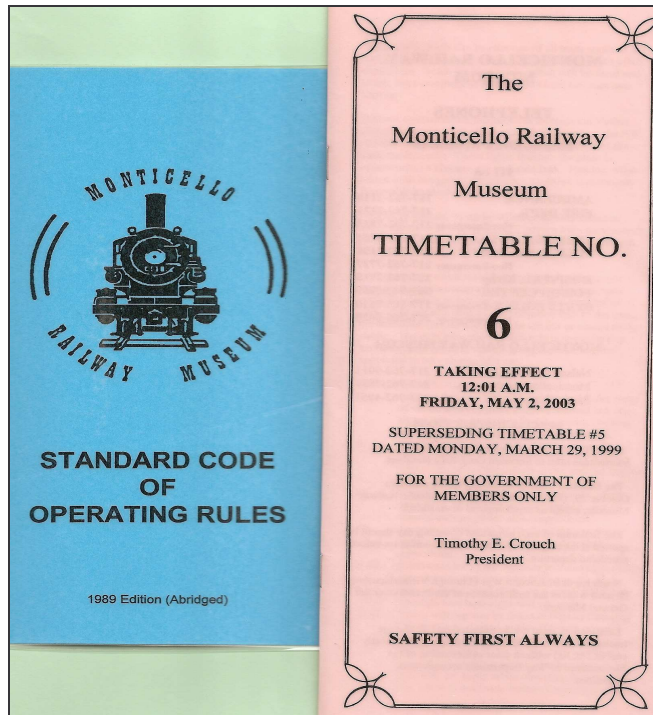
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ANNUAL RULES CLASS TO BE HELD March 6th 1:30 PM

VFW Hall Across from the Depot

The annual operating rules class will be held for members of the Monticello Railway Museum who are involved in duties that require the occupation of museum trackage. This will include train service (engineer, conductor, flagman, brakeman, trainee), Maintenance of Way members, motorcar operators, and other related responsible positions or interested persons. The classes are mandated by Museum policy as well as the Federal Railroad Administration and require the completion and passing of a written test involving, but not limited to, the operating rule book, timetable and bulletin notices. The class will consist of review, written test and discussion of rules. Rule books and timetables will be available for sale in class.



STEVE GERBER BENEFIT SCHEDULED

Steve Gerber of Gibson City, Illinois, a member of the Monticello Railroad Museum Board of Directors, was seriously injured in a head-on collision on July 31, 2008. He is the son of Doris Gerber and the late Frank Gerber.

He was on his way home after a day's work at Gibson Area Hospital where he had worked in the maintenance department for 26 years. Driving south on Illinois Route 47, he saw a semi approaching in the northbound lane when suddenly a car pulled out to pass the semi, hitting Steve's pickup truck head on. The driver of the car was killed.

Following four major surgeries, Steve was improving when he fell this past June and had to have a herniated disk repaired. Since then he has suffered from severe pain. He is currently taking water therapy at Gibson Area Hospital Clinic in Paxton and has seen improvement.

His wife Marci, works in the physical therapy department at Gibson Area Hospital, but missed many months of work after Steve's accident. Seeing the need for financial help, Steve's church family and co-workers have joined together to sponsor a benefit for him..

THE BENEFIT

**Saturday February 13, 2010
KRUSE CENTER
207 N. LAWRENCE GIBSON CITY, ILL
5:00 PM**

Barbecue sandwiches, baked beans and chips will be served. There will also be a raffle held for a flat screen television as well as 50/50 drawings.

As a fellow member of the Monticello Railroad Museum please assist Steve by mailing a donation to;

Jean Williams

541 S. Guthrie St.

Gibson City, Illinois 60936

Please note “Steve Gerber Benefit” in the memo area of your check, or take some time to stop by the Kruse Center to attend. Your assistance is greatly appreciated!



26th ANNUAL SCHOOL DAYS

May 4th and 12th will mark the 26th Annual School Days event held on the museum grounds. Area schools are offered a special discount group rate to students who attend this educational field day outing. A special train is operated on the Illinois Central Division Main which provides many students with their first experience riding a train. In addition, the groups are led on a narrated tour of the display car and connecting static display pieces of equipment and the gift shop is also open. On the average, 1,000 students attend this annual event. This event not only takes quite a bit of preparation, but also crews to conduct the execution of the presentation. The weekday event is in demand for manpower to direct bus parking, on board train crews, tour guides, gift shop personnel, and assistance to direct the movement and control of school children. If you would like to assist, please contact Syl Keller at the museum.

Challenge Grant Fulfilled.

The Challenge Grant put forth by Bruce Backus at the start of 2009 has been fulfilled by the generous donations of the membership. The Grant will be used for equipping the following cars with vestibule diaphragms, 2920, 2612, 405, and 4112. Except for 4112, which is new to our collection, all cars were once equipped with diaphragms by the Museum some time ago. They did not withstand the test of time however. These new diaphragms will be made from rubber belting (they will not be the Amtrak style tubes!) with the hopes that the chosen material will provide a longer service life.

The Challenge Grant provides funds for a dedicated project that would not otherwise receive Museum funding in a timely manner. Once again thanks to the membership for their donations.

Wabash Office Car No. 6 Returns to Rails

One of the museum's latest acquisitions was finally delivered to Monticello in early December of 2009. This Wabash office car, originally built in 1911 by American Car and Foundry as a "Parlor Car" for the Wabash Railroad, was rebuilt in 1929 by the Wabash shops at Decatur, IL, as an Office Car. The car was purchased by MRM from private owners with funds donated for that purpose, and retrieved from the heated, indoor storage where it had been for the past 30 years. The car was drained of water, freeze protected, lifted off it's trucks, and loaded onto a flat car, with it's trucks being loaded onto a second flat, both generously provided free of charge by Norfolk Southern Foundation. The car was then handled, also free of charge, by The Belt Railway Of Chicago and NS, from Clearing Yard in Bedford Park, IL, to NS's old Nickel Plate Road Calumet Yard, from which it was handled to Monticello by NS train 317, via the IC. The car arrived in good order in Monticello, and arrangements were made with Nash Crane of Urbana to unload the car on December 8th, 2009. The morning of the 8th, MRM volunteers arrived early to bring an engine to Monticello to move the cars around as needed. The tarp was removed from the car, and we waited for the cranes to arrive. Nash arrived shortly after lunch, just when it started to rain. The rest of the afternoon the rain continued, soaking all involved with the project. The trucks were unloaded first, and placed on the track in the correct order. Then the office car was moved into position under the cranes and the

rigging made up to make the lift. After some tentative tugs on the car, and some adjustments to the rigging, the car was lifted from the flat car high enough to clear the blocking the car had been resting on. The flat car was then pulled from under the now "flying" carbody, and the trucks were pulled into position under it. The carbody was then lowered, the truck positions fine tuned, and the carbody set down on it wheels. We proceeded to put the brake rigging back together, switch the cars into the order we would need them, then proceeded back to the Museum site with #6 and both flat cars. The office car was promptly placed indoors in the car storage barn, and work proceeded on removing the blocking we had applied to the decks of the flat cars so we could return them to NS as we received them.

We have since purchased the equipment needed to build a power supply to run the car electrically, and the next project will be to install that, and then clean the car when the weather warms up. The warehouse storage was very good for the car, but dirty. There is a film of black dust on all the interior surfaces. All in all, the car is a veritable time capsule, as it's owners did very little in the time they used the car, including not disturbing the linens and uniforms we found still stored in the porters locker. This car will make a wonderful addition to the Museum's displays, and will also be able to operate from time to time.



Wabash No.6 dangles from the cranes while Doug Butzow and Paul Bundy prepare to pull the trucks in place under the car at Monticello.

Courtesy Dave Marshall

Arrivals & Departures



CHARTERS

May 4th – 12th

REGULAR SCHEDULED EVENTS

Throw Mamma On The Train

May 8th – 9th

Father's Day Weekend

June 19th 20th

Railroad Days

September 18th – 19th

Ghost Train

October 22nd - 23d - 24th 29th - 30th

The Polar Express

November 26th - 27th

December 3d - 4th

Lunch On The Train With Santa

December 4th - 5th