

“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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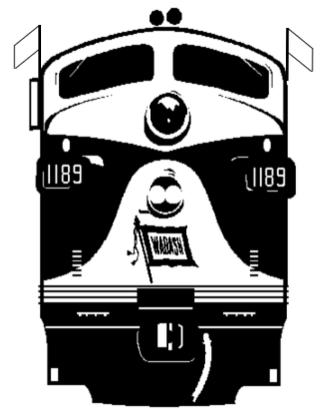
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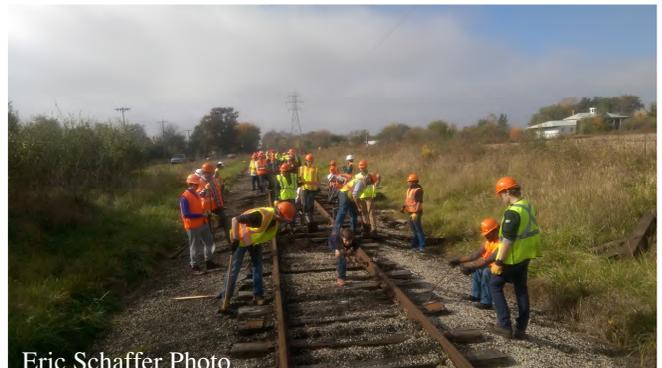
### PLATFORM IMPROVEMENTS MADE



Improvements to benefit our guests has been made with the recent installation of a 280 foot concrete platform between Hamilton and Buchanan Streets, Monticello. This will accommodate the loading of passengers with the addition of equipment on the *POLAR EXPRESS*. Five new additional platform lights has also been installed and placed in service.



### U of I STUDENTS ARE ON TRACK



Eric Schaffer Photo

On October 26, 2014, University of Illinois Engineering students had the opportunity for hands-on-training to perform track work on the museum trackage. The crew replaced 57 ties on the main track on the north side of County Road and corrected the cross level under the guidance of museum volunteers. This exercise provided the students with real experience in their field of study and simultaneously improved the museum operation.



Eric Schaffer Photo

## CARBARN EXTENSION WORK UNDERWAY



Grading has been completed for the extension of 184 feet of the carbarn, located on the north side of Nelson Crossing. This will increase the car capacity of Tracks 1, 2 and 3 inside the building to house more equipment and provide protection from the elements of weather which can cause equipment and paint to deteriorate. During the Polar Express Season, an entire train can be housed on one track, which will improve operations.

## WAB F-7A RETURNS HOME: REFURBISH

The Wabash F-7 has made a journey to Spencer North Carolina to successfully participate in the “*Streamliners at Spencer*” then on the Norfolk Southern formerly Con Rail) Diesel Shops at Juniata, PA to under go an extensive rebuilding. The trip to Juniata shops came about as a result of a letter written to Norfolk Southern in September of 2011, regarding some work needing to be done to #1189. At that time, MRM asked Norfolk Southern if they would be willing to perform some work on our F7 as a donation. As background, our F7 has been having issues for several years, with main generator flashovers and traction motor flashovers occurring (only at higher speeds, say anything over about 40 mph.) While this caused no issues with the operation of this unit at MRM, it did manifest itself during NS’s use of the locomotive during their annual “Santa Train” event for employees, held each December. No. 1189 also had an issue, again only at higher speeds, of the lead truck “hunting” at higher speeds, causing the locomotive to lurch from side to side, sometimes rather violently. This was likely due to truck wear in various parts, likely a combination of several things being worn out, as nothing individually looked to be completely worn out.

This past spring, we received a response from NS that they would indeed be willing to donate some of the work requested on #1189. They agreed to rebuild both trucks, including replacing all wheels with new, fresh traction motors of the D77 type (the most current model that will fit the truck), new brake rigging, replacing all springs and wearing surfaces, and servicing the axle bearings. They also replaced the main generator with a rebuilt one (removed from one of NS’s executive F-units), and the installation of a new transition control, supplied by MRM, which was donated to MRM by Quantum Engineering. While at Juniata, NS also installed a rebuilt engine governor, (supplied by MRM) and replaced a number of smaller items, such as the water tank sight glasses and valves, and a number of copper lines and hoses were refreshed. All of this work would probably have cost us somewhere in the neighborhood of \$150,000.00, likely more, if we had to pay for it. No. 1189 arrived back in Monticello on October 22, after an uneventful trip from Altoona. The locomotive will be in service at Monticello for Polar Express, and NS’s Santa Train at Decatur in December.

Many thanks are due Norfolk Southern CEO Wick Moorman, and Donald Graab (NS VP-Mechanical), and all of the staff at the Juniata shops for the fine work they performed on Wabash F7 #1189.

## DOWNTOWN DEPOT IMPROVEMENTS



The downtown depot is our centerpiece of operation in Monticello which welcomes our guests either arriving via train or vehicle. Painting of the exterior has been completed which has been accented by the completion of the rehabilitation of the brick platform: all lending to the atmosphere of a professional railway museum. A new electrical circuit breaker box has also been installed.

## OPERATING SEASON IS COMING TO A CLOSE



The regularly scheduled operating season has come to a close on Sunday, October 26, 2014, with a fall temperature of 73 degrees and sunny. These passengers are taking in the fall colors and enjoy a train ride as well over the **Monticello Railway Museum!**

## SAFETY IS AN INSURANCE POLICY AGAINST INJURY; IS YOUR POLICY UP TO DATE?



### VOLUNTEER!!

As a railroad needs personnel to make it operate, so does the museum. You can be a part of this organization by being a member to keep the museum functioning and viable!!

**Volunteer!!!**

### TRAIN CREWS NEEDED

Your donation of time will help ease the burden on those who are the dedicated members and offer you the “experience of a lifetime” to indulge in this “All-American” pastime of railroading. The **Polar Express** is nearing, and help is needed. To obtain additional information or sign up for crew call notice, contact;

**Jon Roma: Crew Caller at,**  
**caller@mrym.org**