

“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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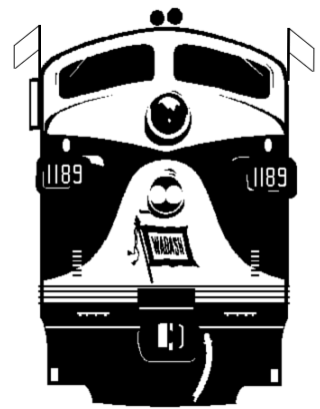
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OPERATIONAL SEASON QUESTIONABLE

Due to the current covid-19 crisis, the consideration of an operating season is very limited. The government restrictions and time involved will become a determining factor of either a very short operating season or none. The availability of the traveler to visit our museum is of course a primary factor. *No show-no go!* The museum will keep you advised through both this publication and on-line social media. However, the museum still remains open for those whom what to come out and contribute time towards ongoing projects that does not shut down.

WORK ON 401 PLANNED

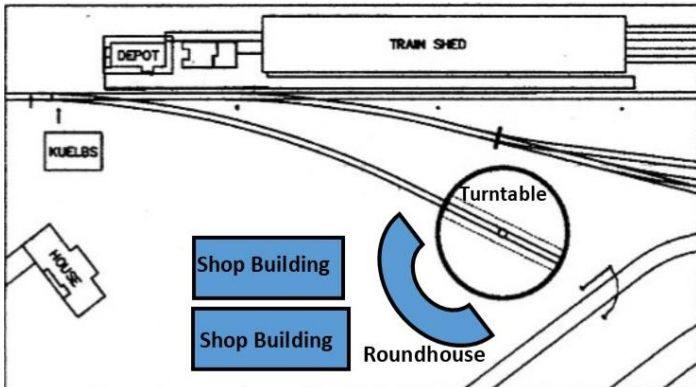
The decision has been made to forego 401's annual inspection this year. Instead, we will begin the 1472 service day inspection that would otherwise be due at the end of the season. This work will start as soon as possible. This inspection includes removing all boiler tubes, jacket and lagging, refractory, and any appliances that inhibit a thorough inspection of the boiler shell, including a full ultrasonic thickness survey of the boiler and firebox. A set of boiler tubes will cost approximately \$11,000.00, and should be the largest single expense. There will also be a need to purchase boiler interior coatings, and likely some replacement insulation to make up for insulation that does not survive the removal process. Needless to say, money will be tight this year for everyone, but any donations that you could afford would be very welcome to offset the costs of this inspection.

POLAR EXPRESS TURNED AT WHITE HEATH

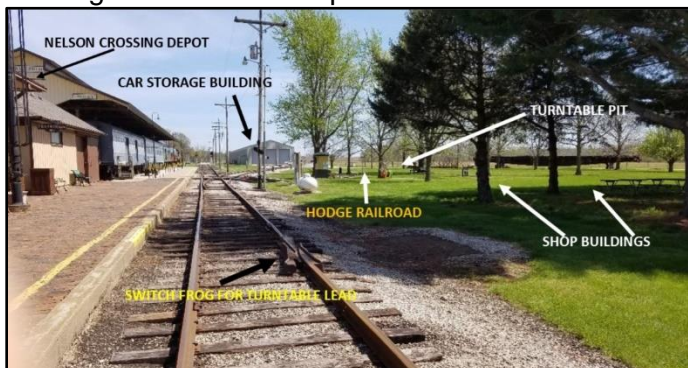
In other news of interest, due to a derailment at Topflight Grain in Monticello, we were unable to turn the Polar Express trainset in Monticello after Polar Express was over. So, Paul Jones, Syl Keller, Dave Marshall, Daniel Frye and Danny Frye and Travis Atchison, took the entire Polar consist to White Heath, utilizing that wye for only the second time. This was possible in large part thanks to the work Danny Frye and Tom Hatchard have done over the past couple of years in getting enough timber replaced, lots of tamping, and moving the Havana District switch out of Commercial Street so it was again useable. It wasn't as convenient as Monticello as it had to be done in two cuts, and required the use of two engines, due to lack of track length towards Clinton on the Havana leg, but otherwise went without incident. After the train was put back together, it was backed into White Heath to pose in front of the White Heath Depot before departing for Nelson Crossing.



REVISED TURNTABLE LOCATION



The turntable has now arrived the MRM property and a plan revision on the location has been made. Originally, the complex was to be located in the open field adjacent to the no. 8 track, south of the Duvall House. The new location will be on the north side of the Duvall House east of the Nelson Crossing depot. This will afford the visitor the opportunity to view the turntable operations, rather than out of sight in the obscure location. Operationally, a track will connect between the turntable and car barn for the locomotive to connect with the train. The roundhouse and shop building construction are planned for the future.



ROCK ISLAND 2541 BEING REFURBISHED



The workhorse of daily use in revenue service has been coach RI 2541. Given the opportunity of no service, the car is undergoing an extensive repair/remodeling. The seats and fixtures have been removed and both the ceiling and floor will undergo repair and replacement. The seats will also be reupholstered as required.

IC 635 BAGGAGE CAR



A recent addition to the museum collection will be one of the oldest pieces of Illinois Central equipment. IC baggage car 635 was built in 1911 as a coach and during WWII was rebuilt into a baggage car. At the time of retirement, it was assigned to MofW service and acquired by MRM member Dennis Sloan of Effingham, Illinois. The car now donated to the museum, has been pressed into immediate service storing the seats and hardware during the RI 2541 coach restoration project.

IC 3336 COACH-LOUNGE-CREW CAR



Built in 1948 as a coach-lounge-crew quarters, it was named the "Forest Park" and assigned to the Illinois Central "Green Diamond". It had an office for the conductor and in later years reconfigured as a coach-bar lounge. The car has been in storage since 1971 in Crest Hill, Illinois and recently purchased by the museum.

MATT A. JONES TRUCKING DELIVERS!!!



SAFETY FOR YOU IS SAFETY FOR ME!!