



THE YELLA BOARD

Volume 56 Number 1

MONTICELLO RAILWAY MUSEUM

Where “I’ve Been Working On the
Railroad” Becomes a Reality.

MAY—JUNE 2023



“Hop” aboard for another adventure in railroading.

Art Purchase photo

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Volume 556No. 2

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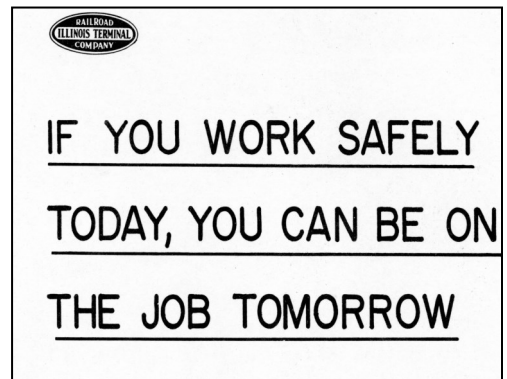
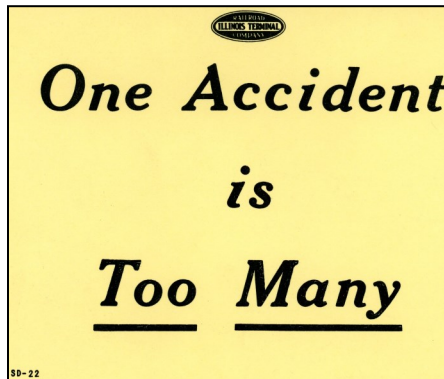
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**THE
OBSERVATION
PLATFORM**

**“It Has Been Quite a Ride”
Dale Jenkins
Editor—Senior Conductor**



July 2023

The continued success of the museum is based on the simple principle of growth and development, also known as changes. In the beginning, there was a short stretch of railroad with train rides traveling from Camp Creek Yard to the base of the hill (near IC-IT junctions) and return to Camp Creek. The grounds in the spring were no more than paths of mud, leading to the RPO which served as joint ticket office/gift shop. The only building outside of the Charlie Inman’s chicken coop was the Quonset hut building. Of course, the prize equipment was No. 1, affectionately known as “Little Dumpy”. The equipment was an assortment ranging from rolling stock to rolling scrap. But the enthusiasm was prevalent; both by visitor and volunteer. Although the train ride was short (which later was expanded to the county road crossing) the Rock Island coach was always full, and the visitors really enjoyed the trip. Aboard the train was the standard crew of Charlie Daigh engineer, a rotating staff of firemen and “smiling” Charlie Inman conductor and myself as flagman. Fifty years later, we of then, have gotten old, but continue to soldier on, teaching the younger generation what we have learned and are now passing the “Mantle of Responsibility” on to them. We now have a complex of buildings, a main line railroad between two points of destination and world class equipment and manicured grounds. The visitors are now a new generation exploring the past of railroad names as Illinois Terminal, Wabash, Gulf Mobile & Ohio, Chicago & Eastern Illinois, so foreign to them, but yet so common to them as Norfolk Southern, Canadian National or Union Pacific.

A vital tool for continued growth is communication. The membership of this organization is vast, and covers many states, which limits the member to visit in person. In part, to support an organization, an individual would want to know what they are supporting. The publications, THE YELLA BOARD and SECOND SECTION are the vehicles used to transmit updates to the member.

The YELLA BOARD (Definition: Proceed; Preparing to stop at the next signal) was first issued in 1967 and was a magazine produced in black and white on standard paper. These early years well documented the progress of development of the museum. The SECOND SECTION (definition: Two or more sections (trains) may be run on the same schedule) was first introduced in 1997 to provide a timelier update of activity at the museum.

Through the years, various individuals have served as editors of these publications and in January of 2008 I was asked to take on this responsibility. During this time, I had made changes to the format, such as converting to printing in color on enamel paper for the Yella Board and legal-size paper for the Second Section. The contents were organized into departments as regular features, keeping the members updated on the progress of projects and events. However, everything has a defined time limit to be effective. And for me, I have reached that milepost. As a member for over 50 years, I have witnessed the development of this museum into a world-class museum and have reported this progress. But progress also dictates changes in how things are done. The electronic age of communication is now in place and is replacing printed. With this, I will be stepping down and opening the way to a younger generation that will continue with the introduction of an electronic publication. Indeed, “It has been quite a “ride” and as always,

Yours in Illinois Terminal

Dale Jenkins



THE BACK SHOP

By Kent McClure

Chief Mechanical Officer

Spring and early summer of 2023 have progress on a number of improvements at the museum campus. Some of it isn't rail related, but is important to our visitor's experiences while they are here. One of those is the building of new restrooms in the Wabash Center (VFW building), which is a large project, requiring the use of contractors to do the heavy lifting, plumbing and tiling, while a number of museum volunteers do as much work as we can to keep the cost to the Museum as low as possible. But, that means those volunteers aren't available

to work on railroad equipment, which slows those projects.

Wabash F7A #1189 - 1189 was down this spring for a power assembly replacement. Paul found one leaking combustion gasses past the head gasket, so that had to be pulled out and replaced with a used good one we had on hand. Paul honed the cylinder, installed new rings, and reinstalled the assembly nearly by himself. The locomotive was in service the month of June. Toward the end of the month, an oil sample was pulled and sent to the lab. They found fuel contamination of the lube oil (6%, where max is <2%). We were also due to add about 50 to 70 gallons of make-up oil, (out of 200 gallons of total capacity) but decided to change the oil at this time. It was last changed in 2016. We base our oil change intervals on oil sample lab results, rather than mileage or time,



Art Purchase

so can get much longer change intervals provided there are no mechanical problems.



Art Purchase

ALCO FPA4 #6789 - 6789's status is unchanged, still out of service for painting where body work was done. As before, other projects have taken priority, unfortunately.

IC GP11 #8733 - The GP11 has been the primary storage move and charter/throttle time locomotive again this year. It has been reliable this past spring and summer.

C&IM RS1325 #31 - 31 was used some this spring after the danger of freezing temperatures passed. But, after about a month in service one of the water pumps lost a seal and started leaking coolant, so, rebuilt pumps were sourced and ordered, with John Downing and Paul Nelson taking a trip to the vendor to drop off our pumps (and some injectors) for rebuilding. It has been out of service since the end of May, but should return soon.



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Southern Steam Locomotive #401 - #401 had an injector issue during the June operating weekend, on Sunday, when the left injector suddenly stopped lifting water. The day was finished on the right side injector. Once the locomotive was killed and cooled off, the left injector was removed and inspected, finding a locking pin had worked loose in the lifting/forcing valves, causing the critical spacing between these two valves to go way out of adjustment, causing the injector to fail to work. The pin was replaced, and the injector works again, but not as well as it did before, so some fine tuning is in order. Otherwise, the locomotive is working as well as it did last season.



Art Purchase



IC Diners 4110 & 4112 – The dinner trains remain popular, and we did run one dinner train event with two seatings, but found the practical limit to be one seating insofar as keeping the second seating's dinners hot and not dried out. So, one seating will be the norm for now. Running single seating dinner trains once a month through the winter was tried this past winter, and while the weather cooperated for that part, keeping the diners warm and the restroom cars warm (read: water not frozen in restrooms or kitchens) was an expensive proposition, so much so that

the income from each month's event was consumed by the Ameren bill to keep the cars warm though the month. It was a worthwhile experiment, and we found we would need either multiple seatings on one weekend to make it work, or more than one event per month. Couple that with not being able to pull one of the cars out of service for work, (which we need to do to make them more suitable to multiple seatings) it seems it may not be worth the volunteer time to run the dinner trains through the winter.

CB&Q Caboose #14042 – More and more wood has been removed from this car, and the less it looks like a caboose, and the more rotten wood we find. It clearly will be a large project, probably larger than any of us would like it to be, but what are we to expect of a car over 100 years old, and outdoors for all of it's working life and the vast majority of it's exhibit life. Even some of the heavy steel side sill reinforcement that was added at some point has rotted away to nothing!



Wabash Coach #1238 – #1238 interior work has been moving forward, as well as some exterior work. Bruce has most of the car's ceiling back up in the coach compartment, and Brian Downing and Bruce have sourced and installed the speakers and wiring that will be required to use the car for Polar Express. Jeff Tillman, Paul Jones, Jim Payne and Al Strange have been working on the outer steel skin, fixing corrosion bulging, and replacing steel where required, which is a lot of places!

Work has continued moving forward with interior woodwork, with Paul Jones finishing up making side trim for each window opening, which Bruce then installs in the car. As with most cars like this, each piece of wood is fitted to its specific opening in the car, requiring lots of tedious trimming and fitting.

The new Formica interior window sills spoken of in the last issue were successfully installed and looks good. Trim in the coach section that could not be salvaged is being duplicated by Prairie Woodworks of Downs, IL. We will also soon be building a 12 foot long jig to form the MDF sheet for the curved sections of the ceiling.



IC Combine #892 – 892 was removed from service for the first month of the season and part of the second for conversion from steam to electric heat. This past Polar Express another leak appeared in the last working pass of steam heat in the coach section, so it was time. There was some discussion of replacing rusted piping and retaining the steam as the heat source, but one of the larger issues is the car is fully manual control, requiring crew members to turn on and off valves to control temperature. During the Polar Event show, one can hardly get to the valves due to the traffic of dancers and actors, making it rather a pain to try to keep people comfortable. Conversion to electric will allow thermostat control, making our visitors far more comfortable.

This was a rather large job, requiring seat removal, and manufacture of additional radiation covers to fully cover the heating elements and wiring. Bruce Backus tackled this project, and had assistance from Al Strange and Paul Jones on the miserable job of removing the old interior piping. Jeff Tillman got involved in the undercar work in removing the steam equipment leading to the interior radiation, and plugging the taps in the main steam conduit so steam can still pass through the car on the way to our two remaining steam heated cars, IC coach 2612 and IC coach 2920. Tylene Crouch and Donna McClure also got sucked in stripping and sanding the heavily painted floor so it could be repainted properly.

Other Projects that have been consuming mechanical department time:

Furhman Engineering supplied us with engineering drawings for the water tank footings on March 16th, so work then started in earnest on opening up the excavation so the concrete footing could be built. Jon Seevers of Seevers Farm Drainage cannot be thanked enough for all their work, and the use of their concrete forms, in the construction of this footing. George Roadcap also spent much time in the excavation, along with Paul Jones, in working with getting the rebar mats made and placed, then the rebar piers placed, located, and tied into the mats. Paul Jones also had to create the top 6 inches of the pier forms as Jon's forms were only 6' long, and the tops of the piers are 6' 6" above the footing. Paul's forms also had to include the 2" chamfer around the top to match what the IC did. They also had to include an arrangement to hold large brackets in place while pouring the concrete. These brackets are cast into the piers and bolt to the wood columns to prevent high winds from blowing the tank over. They had to be placed with some care to have them the correct distance from the center of the pier.



All piers are poured, and the "frost box" is also in place and poured. (Note the pipes sticking up out of the structure that is the frost box.) The frost box is a concrete vault that extends from 12" above ground level, down to the top of the footing, about 6' 6" deep, and contains all the plumbing required to get water both into and out of the tank, and heating lines should we ever need to keep water in the tank in the winter time. There are also two conduits in the frost box, passing electricity from the pump house to the water tank and to the water crane vault.

This brings us to the water tank proper. After much discussion, we have decided to work with AAK Mechanical, Inc. of Clinton, IL, on the construction of a new tank, made from 304 stainless steel. This should give the most trouble free tank we can get long term. The tank will be 16' tall, and 15' 8" in diameter, allowing for a ¼" air space and then 2" thick cedar wrap, making the tank appear to be wood. This has been the summer of concrete work, with the west platform along the IC tracks west of the Nelson Crossing Depot being removed and replaced. The new platform is 350' long, and somewhat wider than the previous platform to allow use of the wheelchair lift. There is also now a concrete walkway from the east to west platforms at the south end of the train shed. It also surrounds the water crane vault. While the platform was being poured, forms were made and the piers for the water crane valve were poured inside the water crane vault. It is now awaiting the return of the valve parts from the powder coat shop. The valve is being coated with a two-part powder coating process to protect it from the water for the long term.


Kent McClure
CMO

After the water tank footing was completed, attention turned to the pumphouse and its footing. This project was a little different as we worked with JCG of Mt. Zion, IL, on two items, one being a custom plumbing vault, which will contain much of the plumbing related to the pumphouse and water tank. This plumbing vault made the footing and foundation walls of the pumphouse more of a challenge as the bottom of the vault is below the footing, so all the plumbing between the water tank and pumphouse is well below frost. JCG also cast all the pvc plumbing fittings into the vault walls, making putting the plumbing together far faster and easier. The plumbing vault creates a "basement" under the room in the pumphouse that will house the RO system. City water will also pass through this vault and continue on to the Duvall house, providing it with city water, and then stubbing off in the direction of the future roundhouse. JCG also made a manhole to our specifications which was placed directly behind the Duvall house, where a city water connection can be made to the house, and future connections can be established for other needs. The pumphouse project is another that benefitted greatly from the efforts of Seevers Farm Drainage. Jon and his employees have done more than you can imagine to assist us over the years with projects like this, and this year they have made a very visible impact! With their help, we now have a water tank foundation ready for a water tank, and a pumphouse foundation ready for its structure. The water tank supporting structure is nearing completion at Long Creek Timber Framers in Paxton, and should be ready for shipment to the creosoting plant in early August. It should be on site by late August and ready to assemble on the piers.



Photo by Glen Vermette – First water tank "bent" assembled in the timber framer's shop in Paxton. Note the framing square lying on the left post for scale. The posts are all 12" x 12" x 11' 6" long timbers, the x bracing are 6" x 8" timbers. The cap, or beam, is also a 12" x 12" piece of timber, but they are 18' long.

(LCL*)
 LESS THAN CARLOAD




Left: CB&Q Caboose 14042 has the outside sheathing removed and the decayed body boards were removed. *Above:* The doorway is an example of the amount of work it will take to restore this caboose.



Top The base of the water tank is set in place with supports. *Center:* The supports have been filled with concrete and dirt has been added to bring the leg supports up top ground level. *Above:* The pump house floor is now in place. *Below:* The west platform has been extended. *Left:* north view. *Center:* New sidewalk from the depot area *Right;* North view towards water crane

Work continues on the restoration of Wabash coach 1238 with the installation of ceiling panels. Exterior work also continues with the repair of where the roof line meets the body of the coach.



E8 4044 Progress Report



We are almost ready to try restarting the two 567B engines. This past year a new six stall battery rack was completed and installed in the back boiler room, and over 200 ft. of new 4-0 copper battery cable has been run throughout the locomotive. A red over white Gyalite, similar to the ones IC used in their E8 and E9 locomotives, was installed in the upper headlight bay. The Gyalite is set up to switch to a red light when the locomotive goes into emergency braking whether or not the Gyrolite was in use at the time. When the air has recovered, a reset button on the engineer's circuit breaker is used to switch back to the white light or shut the Gyalite off if it was not in use. Also a proper horizontal duel headlight was installed in the nose door. Tempered glass has been installed in both headlights. Installation of the marker lights with red and green lenses has been completed. I am currently reinstalling the windshield wiper air motors that I rebuilt years ago and the four sun visors, but still need to get the fireman's side windshield installed.

In preparation to start the two engines, a number of tasks must be performed. First both engines must be pre-lubed to ensure everything is ready to start revolving again after 18 years of sitting idle. Adding water to the cooling system is the next big step. This has the highest probability of big problems, water leaks in to the crank case or cylinders. Checking for leaks is a two-step process. First, do you see water dripping into the oil pan? Then to check for water leaking into the cylinders, you first open the cylinder cocks to vent compression in

the cylinders. Then turn the engine over to see what is coming out of the cocks, air or water. Water means the head and cylinder liner must be pulled and new ring gaskets installed to seal water cooling the liner. This is a very labor intensive job. Finally, if all is well and all 24 fuel injectors still work, we can close the battery knife switch, power up the fuel pumps and push the start switch. Oh, that assumes we remembered to close the cylinder cocks and added some fresh diesel fuel. The current fuel has been in the tank for over 21 years.

John Downing



THE MONTICELLO RAILWAY MUSEUM DINNER TRAINS

August 5, 2023 Pizza Train

Join us for a new and exciting family friendly event, Pizza on the Rails on board one of our historic open window passenger cars. Each passenger will enjoy their own personal pizza from Domino's as well as drinks and dessert! Passengers can choose from a Cheese, Pepperoni or Sausage hand-tossed pizza. Drink options will include a variety of sodas, tea, and water and cookies will be served for dessert.



October 14, 2023 Fall Sunset Train

Ride in style on one of our restored Illinois Central dining cars as you enjoy a delicious three-course dinner and enjoy



the fall scenery of Central Illinois. This two hour train ride includes your choice of Filet Medallions (gluten free), Cornish Game Hen, or Pasta Primavera (Gluten Free), sides, and homemade pie, all prepared by our friends at Holly's County Kitchen of Monticello! You can choose to ride in a historic dining car or enjoy an exclusive experience on board our private car.

December 16, 2023 Holiday Dinner Train

Ride in style on one of our restored Illinois Central dining cars as you enjoy a delicious three-course dinner with an elegant holiday

theme. This two hour train ride includes your choice of Honey Ham, Boneless Turkey Breast, Pasta Primavera, sides, and desert, all prepared by our friends at Holly's County Kitchen of Monticello! You can choose to ride in a historic dining car or enjoy an exclusive experience on board our private car.



, August 12, & September 9, 2023 Doughnut Train



Join us for a unique breakfast experience in partnership with **Industrial Donut** on board one of our restored Illinois Central dining cars. You'll enjoy a selection of delicious donuts from Industrial Donut at your table, along with your choice of additional breakfast items such as fresh fruits and yogurt. Ride in style aboard one of our historic dining cars or reserve the exclusive private car for this event that will be popular with the whole family!

**FROM
THE
COLLECTION**

Illinois Central Wreck at Monticello – November 1961

With this issue of the *Yella Board*, we are introducing a new column called *From the Collection*. We plan to share photos, documents, and other materials from the Museum’s archives in upcoming issues.

In the inaugural edition of this column, we’re featuring four photos of the work to clean up a derailment on the Illinois Central in Monticello that occurred in November 1961. The photographer is unknown, and the slides were acquired by the Museum on eBay. On that November evening, westbound IC local #694, train DC-2, was returning from Decatur to Champaign when nine cars of the train derailed at Monticello near the Hamilton Street crossing. IC dispatched two wreck trains to Monticello: one from Clinton and the other from Champaign. IC derrick X-94 was assigned to Clinton while X-97 was based at Champaign. Within a decade after these four photos were taken, the IC and other railroads would start using contractors rather than traditional wreck trains such as these to remediate wrecks. Large bulldozers equipped with side-booms, used for laying pipelines, were adapted for use clearing wreck sites with great success. All railroads now rely upon these specialized services.



IC derrick X94 works at the western end of the derailment near Hamilton Street. This photo is looking east from what is now the platform of the Museum’s Wabash Depot.



IC GP9 9154 was the power for the wreck



Trucks from several cars and a second tank car were piled south of the track.



A covered hopper lies on its side, blocking Hamilton Street. The building in the background is the city’s water plant

MONTICELLO
RAILWAY MUSEUM
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THE NEWSLETTER OF THE MONTICELLO RAILWAY MUSEUM

ARRIVALS & DEPARTURES



STEAM SCHEDULE

401 in Steam: Ride behind our restored 1907-steam locomotive!

August 12-13

September 16-17

October 7-8

TRAIN SCHEDULE

Throttle Time: Sat.-Sun. April 29 through October 14

Donut Train August 12th

Donut Train September 9th

Railroad Days:: September 16th and 17th

Fall Sunset Dinner Train October 14th

Holiday Dinner Train December 16th

The Polar Express™: November 17th-18th-19th, 24th-25th-26th,

December 1st-2nd-3d, 8th-9th-10th

Lunch with Santa on the Train: December 2nd and 3d