



# THE YELLA BOARD

Volume 45 Number 1

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

May-June 2012



**V**olunteers are what and who makes the museum function. Now in our 40th year, this dedication continues to serve you!!

Photo Courtesy John Sanner



THE CONSIST

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**UPHILL SLOW.....**  
**DOWN HILL FAST.....**  
**TONNAGE FIRST.....**  
**SAFETY LAST!!!.....**

**IS THIS THE SAFE WAY??**  
**SAFETY BEGINS WITH YOU!**

As we begin our 40th year, now is the time to come out and see the progress that has been made at YOUR museum. We are all volunteers, sharing the same passion for railroading... Care to join us?

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**THE  
OBSERVATION  
PLATFORM**

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**By John Sciutto  
Member Board of Directors**

### **Monticello Railway Museum 40-year milestone**

From humble beginnings, the Monticello Railway Museum has not only survived but thrived during the past 40-years of operations. This was accomplished through the vision of our founders and through the perseverance, drive and hard work of our wonderful volunteers. Everything that you see today at the museum started out as an idea. Our volunteers continue to acquire, restore, maintain and continue to operate our demonstration railroad museum 40-years after those demonstration train rides began.

Thank you to everyone who has contributed in any way to the success of the museum. While we can always look back at the fond memories of the museum, but we need to collectively prepare well for the future. The equipment and volunteer base is aging. It will take much more funding in the future to sustain operations. Regulatory requirements, insurance, spare parts, training, maintaining the skill sets needed to do complex restorations and maintain and operate railroad and other equipment, all need to be factored in the next chapter of the museum. New volunteers will be always be needed. Those of us involved in the daily activities of the museum realize we are just stewards perpetuating the dream of the founders and membership of the museum. It will take everyone's continued efforts to keep this dream alive and thriving.

I often think what original members thoughts would be who were here 40-years ago and no longer with us, what they would think if they could see the museum today? When comparing photographs taken then with photographs taken today, it is extremely rewarding to see that what once were dreams have now come true. Steam started operations in 1972 and after a 20-year gap, we continue to have limited steam operations in 2012. The dream of restoring #401 was completed after years of planning, funding and countless hours of work. After restoring #401, our membership has proved anything is possible. The many buildings will preserve and protect the equipment prolonging the life of the equipment for generations to come.

Visitors in 1972 rode a brief and repeated ride on a short section of former Illinois Terminal track acquired and built by our volunteers. Tickets were purchased in NKP RPO #356 which was then located in the yard. There were no buildings other than the power house and Inman building. Today's visitors leave from and arrive back at a restored depot over 8-miles of branch line, and continue to have their ticket punched by a uniformed volunteer. Mission accomplished.

One of the initial goals of the museum was to run steam powered train rides for visitors. In 2012, we are not only accomplishing that but are maintaining a slice of a way of life that was once common across the country and educating current and future generations on not only what it was like for a Midwest branch line railroad to operate but what can be accomplished when a group of dedicated volunteers pull together and pursue their collective vision.

Congratulations to every member of the Monticello Railway Museum on the 1st 40-years of operations.





## THE BACK SHOP

By Kent McClure  
Chief Mechanical Officer



Spring Fling this year was a productive event, seeing our newest car, RPCX 1827, the car we recently purchased from the Roanoke Chapter of NRHS, and otherwise known as the “Pocahontas”, was run through the shop on VERY short notice (about 10 days), and was sanded, and painted (back into the Tuscan Red it was wearing, with a black roof). We also repaired the holes in the car floor, and replaced tile where required. The interior of the car also received new paint in several places, namely the lounge area, as

well as touch up in the main coach section. There were a number of water leaks in the fresh water system requiring repair, and the holding tank system tested and leaks repaired. In addition, the HEP electrical system had to be converted back to a 480 volt trainline (MRM’s is 240 volt), window blinds fixed in the “up” position until there is funding to replace them, one window was removed and de-fogged/resealed, but all windows will need resealed to the body after the car returns in the fall. The reason for all this sudden activity on this car was the opportunity to lease it out over the summer season to Tennessee Valley Railroad Museum, for use on NS Railway’s summer steam trips throughout the South. 1827 will return to MRM in late September or early October, in time for Polar Express.

As this is being written, the car is in Spencer, North Carolina (where it was when we purchased it two years ago!) along with the rest of the excursion consist, and TVRM’s ex-Southern 2-8-0 #630. The lease will allow the car to earn some income for MRM (A fair bit more than we have spent in the above listed work) this season. There was some brief thought to leasing out another, but all of our remaining equipment would need far more work to be suitable for the above noted use. Namely, to lease out any of our other equipment would require the installation of a full, Amtrak-type 480 volt Head End Power system, as well as working water and holding tanks, and a generator on the car in case of a head-end-power failure. As you can see, since 1827 was already equipped with the right stuff, it was the only practical candidate. This 10 day job was made of long days, with many working into the evening hours. The Spring Fling crew of Bruce Backus, Linn Smith, John Bratcher, Kent McClure and Peter Nicholson were assisted by many others, including Paul Bundy, Doug Butzow, Donna McClure, Tylene Crouch, Tim Crouch, Ken Kane, Syl Keller, John Sciutto, Dave Lawrence, and others. Congratulations to all of you for making this happen! After 1827 was finished and delivered to the NS interchange in Monticello, attention turned back to IC Diner #4112, the initial focus of this year’s Spring Fling. We continued with some additional bondo and spot putty work, and finished up sanding the car. We also had a new member arrive, just in time to assist with the sanding. Colton Jackson, a college student who lives in Decatur has started coming out, often through the week, and has been a big





help with this project. Colton also brought a friend along his first day, and she too was a big help in moving the sanding along, allowing us to get the car in paint before the “Fling” was over. We then spot primed all the newly added filler sites and any places which had been sanded to bare metal. This new coat of primer was hand sanded, the car washed, and at that point we began applying paint. First on was the yellow for the lettering and stripes. Then the lettering was added and stripes masked off. Orange was then applied, and allowed to dry. The orange was then masked, and we began applying the chocolate brown. the brown had tacked up well, we removed all but the roof masking, and applied a clear coat to the car. We had a few runs in the clear on the east side of the car, so after the clear had dried overnight, the runs were sanded out, and another coat of clear applied to just a portion of the east side of the car. Unfortunately, something was not right, and the additional clear coat did not flow out correctly in many places, causing pinholes and “dull” spots in otherwise shiny paint. So, disappointingly, we’re re-sanding that whole area on the east side of the car and will re-apply both color and clear to make it right. Also unfortunately, this happened at the end of Spring Fling so those who worked so hard on it were unable to see the finished product. During the painting and masking of 4112, Linn Smith and John Bratcher were busy in the machine shop assembling the windows for the car. We have installed two in the west side of the car, but were unable to install any in the east side due to the need to sand and repaint. The interior of the car was pretty much left alone this spring due to the load of exterior work needed, though we did reinstall the door latch hardware, as well as all the west side grab irons. car when not in use. Our thoughts had



been to make some type of Abuffer@ arrangement similar to that on the passenger cars. In looking at the various passenger cars at MRM, we found one car, IC baggage car #518, has a Miner patented buffer assembly which takes up little space at the end of the car, yet securely keeps the buffer faces together when coupled to other passenger equipment. After taking many measurements, and looking up the patent documents online, we determined we could fabricate a similar assembly and apply it to the flat car. Design for the new buffer has been ongoing for some time, basically as time was available. This past winter we finally had a design finalized, and the project *Continued Page 6*



*Continued from page 5;* The interior of the car was pretty much left alone this spring due to the load of exterior work needed, though we did re-install the door latch hardware, as well as all the west side grab irons.

Through all this, Dennis Slone, pretty much by himself, attacked the Jordan Spreader, sanding, pressure washing, painting, re-sanding, and adding paint, and replacing windows with new ones built for the car by Paul Bundy. Scott Rigg will add the lettering on the spreader this summer, finishing it off. Dennis next plans to next tackle the repainting of our open top IC hopper. This repaint will also see the interior of the car treated and painted before it rusts away from the inside out.

One of the things we've wanted to do for some time has been to make the use of ex- NKP flatcar #1907 otherwise known as our AVista Gon@,



more easily accessed when in the train. Some years back we outfitted with a substantial new deck, large heavy vertical posts using the stake pockets on the car for anchorage of same, and fitting the posts with horizontal timbering and upper railings to make the car a pleasant open car for our visitors. The method of getting on and off the car was somewhat cumbersome, requiring the crew to move a portable Abridge@ into position between the flat car and an adjoining car to allow people to move from one to the other. The bridges could only be used when the train was standing, and also took up usable space on the flat was started concurrent with the need to do some other work to the car which would require it to be in the shop through most of the winter. We were able to utilize a fair bit of material for the buffers out of stock we had on hand, but a number of parts were purchased as plasma cut shapes which were then welded into assemblies at MRM.

While in the shop, the car was jacked up, the trucks removed and center plates inspected and repaired as needed. The trucks were inspected, broken or worn springs/snubbers replaced as required, and side bearing clearances were corrected. While the trucks were removed, the B-end draft gear was removed for a closer inspection, with the outcome being the replacement of the draft gear yoke, key, follower block and coupler due to the accumulated wear in all these components creating excessive coupler travel. While this was being done, we also removed and straightened the B-end angle cock bracket, straightened the brake pipe at that end of the car, and applied a new angle cock and brake hose. We also performed a COT&S on this car, as well as Wabash





Caboose 2834 this spring. This consists of swapping out the brake valves for freshly rebuilt valves, and disassembling and cleaning the brake cylinder, and applying a new piston rod swab, piston cup, pipe bracket air filter, and related gaskets. The car is then subject to a single car test to assure all brake valves and parts work as intended.

Once the car was back down on its trucks, and the coupler heights had been adjusted by shimming the truck bolsters, work proceeded on the assembly of the buffers. Each end of the car required the removal of section of steel deck plate, and notching of the wood decking to allow for fitting of the main components of the buffers. New steel was cut to replace that removed, and to act as a good foundation for the new buffers, and allow the buffer attachment to tie into the center sill of the car. The buffers are made up of two 6" x 6" x 3/8" wall tubes which house the springs the buffer proper



acts against. The tubes are attached to the end of the car via 8 each 3/4" bolts. These allow for some vertical adjustment of the tubes, which allows the maintenance of proper buffer height above the coupler. The buffer chafing plate is a fabrication made up of several plasma cut parts welded together, then pinned to the buffer tubes against the springs. The main tubes have a piece of diamond tread plate attached to the top as a walking surface, with handrails extending from inside the car to approximately the end face of the car. Chains are then used from the handrail stanchions to the next car, creating a passageway that is easy to cross. While we still do not allow passengers to move between the cars while the train is in motion, the crew can now safely cross while en-route in the course of collecting tickets, and visiting with the riders. With the addition of the buffers, the old, vertical staff handwheel type hand brake had to be removed from the car due to a conflict between it and the handrails. We have replaced it with a Peacock lever style hand brake. This new brake is much more effective, and easier to apply than the old brake, and does not interfere with the new buffer handrails. We have saved the old handbrake parts as spares for the other flat cars we have which use the same type of handbrake. After the buffer work was done, the wood deck and sides were treated with a deck treatment to help preserve it while out in the weather. All this work would not have been possible without the help of volunteers Paul Bundy, Paul Jones, Tim Crouch, Syl Keller, Travis Atchison, Donna McClure, Kenny Davis, Doug Butzow, Lincoln Butzow, and others. Many thanks are owed to our members who volunteered on these projects. Without your help we wouldn't have been able to make all this happen, particularly in the short frame of time we had. Work is continuing on the restoration of the E-8 locomotive PRCX 5764 with new shutters being installed at the roof line, along with new side panels and round window portals. A new "front door" been located and will soon be installed.



When restoration is completed, the unit will be painted in the familiar orange and chocolate brown colors of the Illinois Central fame. The unit will be lettered for the ICRR to complete an Illinois Central train set. The volunteers of this organization are always looking for new innovations to make passengers travel more comfortable. A handicap accessible push car is being constructed to pull behind a motorcar on Railroad Days.





### The Timetable

<b>Illinois Terminal R. R. Company</b> Illinois Traction Division <b>TIME TABLE No. 14</b> EFFECTIVE SUNDAY, NOVEMBER 7, 1948 All 12:00 P.M. Central Standard Time Reserving All Stations, Two Tables	<b>Illinois Terminal R. R. Company</b> Illinois Traction Division <b>TIME TABLE No. 14</b> EFFECTIVE SUNDAY, NOVEMBER 7, 1948 All 12:00 P.M. Central Standard Time Reserving All Stations, Two Tables
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*(Note: The image shows two identical timetables side-by-side with large '14' graphics overlaid.)*

Rolling stock, buildings, displays, locomotives and track.....all the components for creating an operating railroad museum, but the most important for this mix is the *volunteer member!!* As we observe our 40th year of service, let's look back over our 40 year history and observe this dedication.....  
**Photos Courtesy of Dave Marshall**



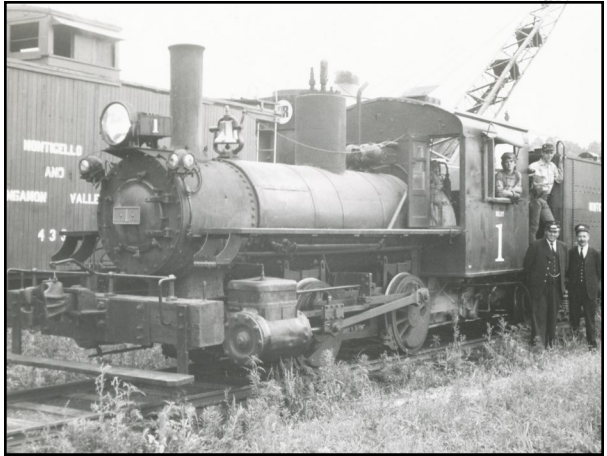
**SPUR** with a love for the past... and an eye to the future!

box 94 illinois wesleyan university  
 bloomington, illinois 61701

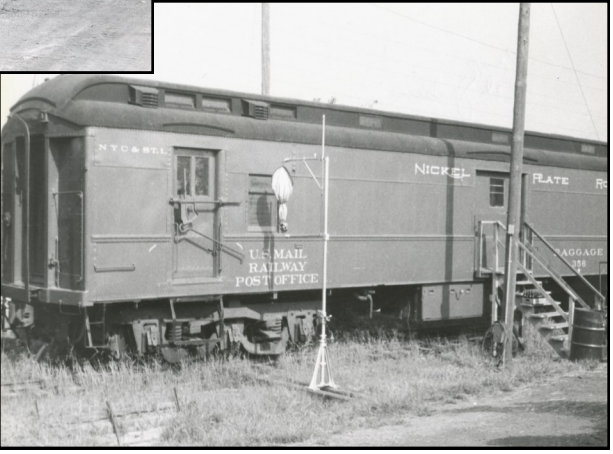


The museum would continue to expand with the opening of the main line on the former right-of-way of the Illinois Terminal between Nelson Crossing to County Road on July 4, 1985. Locomotive 191 would be the second steam engine in service. The first diesel on the property was the Lincoln Sand&Gravel 44

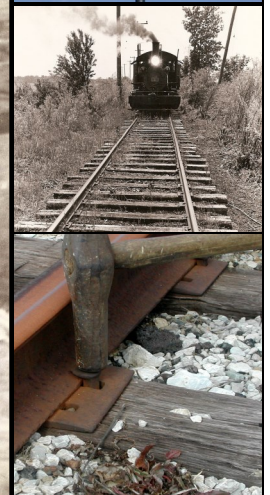
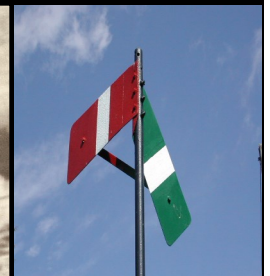
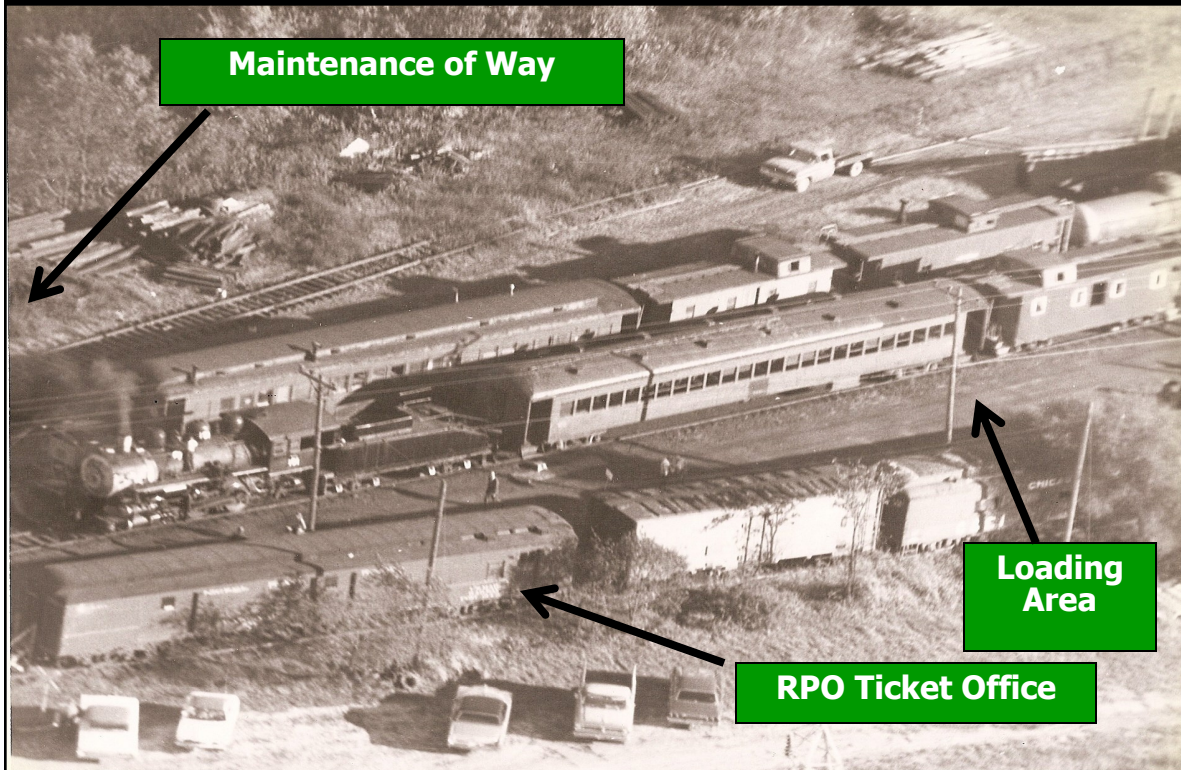
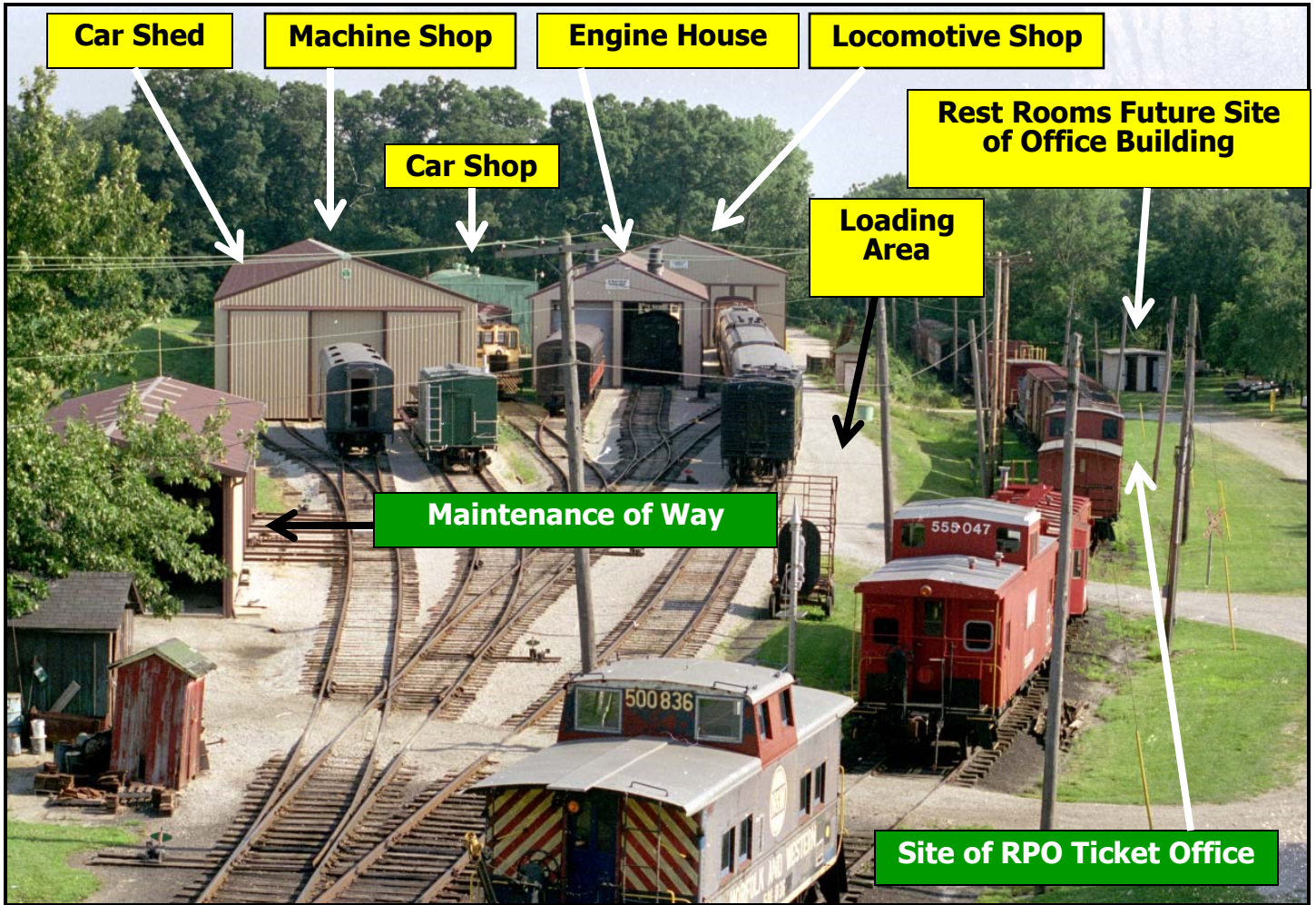
On March 7, 1966, SPUR was incorporated and the grass root effort was underway to organize an operating railway museum. In March of 1969 SPUR ( Society for the Preservation of Unretiring Railfans) was reorganized as the M&SVRy and a second reorganization occurred on March 28, 1981, as the MRM. Locomotive No. 1 was restored back to operating condition in 1968 and on May 27, 1972, pulled the first public train between Camp Creek Yard and the base of the hill at Division. On October 31, 1971, Southern 401 steam locomotive would arrive on the property.



The NKP combination RPO/Baggage Car would serve as our first ticket office and gift shop. The loading of passengers was done in the driveway of Camp Creek Yards; without a platform. The RPO is now part of the museum's educational display.











On October 31, 1980, the Nelson Crossing Depot (former ICRR depot) was moved from Deland to its present site and train operations originated at this location. On October 25, 1986 an agreement is reached to purchase the former Illinois Central 7.1 mile main line between White Heath and Monticello. Simultaneously, the Norfolk & Western would donate the Monticello Depot. On August 9, 1987, the first train with RS-3 # 301 would depart the Nelson Crossing depot en route to Monticello. On November 13th, the first train would run to White Heath.

The museum's steam program would be temporarily suspended by 1987 with the retirement of No. 1 and No. 191 due to the need for extensive and expensive flue, stay-bolt and journal work. However, the pride of the diesel fleet was the acquisition of Wabash F-7A 1189 in September of 1985,

which was restored by volunteers and placed in service on August 15, 1992. In the summer of 1997, the museum would see the return of steam in the form of NKP 587, on



As we turned into a new century the museum continued to grow and build with addition of new buildings, restoration of equipment and the never ending project of track and ground maintenance. In the past 40 years we have gone from an idea to where "Working on the Railroad Becomes a Reality". All of this was done from the donation of monies, time and skills of members who's dedication continues to make this all possible. As you read this, would you consider becoming an MRM Volunteer? Come join us!!

Photo Courtesy John Sanner

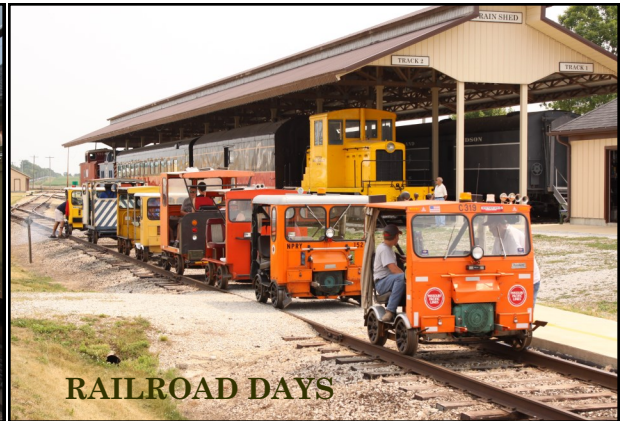




GHOST TRAIN



WELCOME ABOARD



RAILROAD DAYS



SPECIAL EXCURSIONS

**BE A  
PART  
OF IT,  
COME  
JOIN  
US!!**



POLAR EXPRESS



Photo Courtesy John San-



FIREWORKS TRAIN



SPECIAL EVENTS

**JOIN US AND BE PART  
OF THIS PICTURE**



THROTTLE TIME





MONTICELLO  
RAILWAY MUSEUM  
P O BOX 401  
MONTICELLO, ILLINOIS 61856

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THE NEWSLETTER OF THE MONTICELLO RAILWAY MUSEUM

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ARRIVALS  
&  
DEPARTURES

- [Throttle Time](#) - April—November
- [Railroad Days](#) - September 22nd & 23d: Come ride our vintage passenger and freight trains on the former Illinois Central and Illinois Terminal trackage.
- [Ghost Train](#) - October 20th-21st, 26th-27th-28th: 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 23d-34th-25th, 30th and December 1st. Read along with the story as the train makes its round-trip journey to the North Pole.
- [Lunch on the Train With Santa](#) - December 1st-2nd: A train ride and lunch with Santa!!

Check out our website [www.mrym.org](http://www.mrym.org) for events and updates.  
Make us one of your favorites on Facebook!!