



Volume 49 Number 1

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

May
June
2016



The smoke rises above the 401 as the throttle is opened to increase its speed leaving the Monticello city limits on this crisp Spring day, pulling a special charter which consisted of the business car, diner, coach, and Wabash 1189.

Photo Courtesy Don Heimberger

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**THE
OBSERVATION
PLATFORM**

**John Sciutto
President**

Our 50th Year



July 2016

The chronology and history of the museum is hard to summarize and will be detailed in the 50th anniversary book, when published and released. Museum founder Ted Lemen is leading this project.

Over the past several months, I have talked with many members, both new and old, community members and visitors from all over the world, and the recurring comments I hear are how everyone is amazed at the growth and accomplishments of the Monticello Railway Museum. I remind everyone that this did not occur overnight. Rather, it was accomplished through years of hard work, sweat, sacrifice, and fundraising by trying numerous special events and activities. Many of the original members who contributed in the early years are no longer around to witness and visualize what the museum has become.

While MRM is celebrating our 50th anniversary, other museums and tourist railroads are fighting for survival. The difference is that Monticello Railway Museum owns all of our own track, land and buildings. Having all volunteer staff, and privately funded, is significant, as well. This is a major accomplishment and can be attributed to the foresight of many members, years ago, beginning with purchasing the former Illinois Central line in the late 1980's.

In addition to many other projects being planned and underway, the museum took possession of the former Duvall property in June. Mowing and grounds maintenance has been priority along with removal of part of the fence allowing easier access. The central AC in the house has been repaired and preparations underway to move the crew bunk room and crew accommodations to the house. The 4-stall garage will be kept in existing location (building is too well built with 100 amp electric service and insulated) to move, as originally planned. This building will be used as year-round shop and project facility having been interior painted and lighting upgrades over the past few weeks.

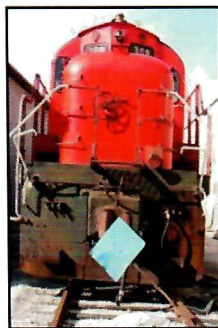
Long-term planning museum will build a large archive and library building on the Duvall property. Archival storage is being expanded and upgraded. The lower level of existing office building is being converted to archive space to store our growing collections. This will become the archive building.

All of this wouldn't be possible without continued support and staffing by our volunteers. Many new volunteers have joined and become active at the museum this year.

Polar Express planning and preparation work is well underway for November and December 2016. Volunteers are needed in several key areas, particularly Santa Claus and set-up and tear-down help. Please contact Dave Berndt at dave.berndt@mrym.org or at (217) 619-1911 if interested in helping in these or other areas for this popular annual event.

In closing, if you have not done so already, please consider becoming an active member at the museum. Financial donations continue to be received by museum for current and future projects.

Thank you to everyone and looking forward to what we can accomplish together.



THE BACK SHOP

By Kent McClure

Chief Mechanical Officer

Several projects and running maintenance items are either underway or have been completed in the last several months.

IC GP11 #8733 All cab heaters, both strip and forced air, have been replaced on this unit, mostly due to age related issues. After looking at all of them, we decided to just replace all of them now to head off future failures.

CN FPA-4 #6789 Paul Nelson and Larry Cardoza have completed re-attaching all of the lower batten strips along the carbody. Travis Atchison assisted by doing the machine work required on the new C-channel that had to be drilled for weld-on nuts, and weld access openings. This was a large project, between removing the old material, cleaning and needle scaling both the surface to which the C-channel is attached, and the batten strip itself. That included post cleaning priming and repainting, and then welding on the new C-channel, and re-attaching the lower batten strip.



MILWAUKEE ROAD NW2 #1649 underwent an air brake inspection/portion replacement this spring, with Bill Lygiros, Doug Capuder, and Philip Lopez being of great help in taking on the task of swapping valve portions, and disassembling/servicing all the brake cylinders on the locomotive. Paul Nelson was also involved in this project in reinstalling the brake cylinder pistons, as well as finishing up assembly of the last four of them. Paul also installed a new control air regulator system with a

more contemporary/easier to maintain regulator. After all this was done Paul spent much time chasing down leaks in the air system, both in the brake pipe and elsewhere getting the system tightened up. This entailed replacing one angle cock and elbow, and much time under the cab floor checking for leaks and tightening up a number of fittings.

WABASH F7 #1189 has had an oil change this spring, and operated as the regular power for the Month of June. Paul Nelson is working up a number of spare, rebuilt cylinder heads for this loco as his inspections have found a couple that are not firing as hot as the rest, and it appears mostly due to exhaust valve leakage. He also spent a lot of time rebuilding valve bridges as a number of them were in need of replacement.



IC DINER 4110 is in the carshop undergoing much work.

Most of the eave moulding on the kitchen side of the car is being replaced, along with probably 40% of it on the aisle side of the car.

There are also a number of areas at the lower edge of the roof that are getting patches, one over the kitchen-side service door, and another at the end of the car, kitchen side, dining room end. Still, it is in far better shape than IC diner # 4112 was when it arrived.

Spring fling saw a large amount of work accomplished on this car.

Bruce Backus dove into the electrical locker and didn't come out

except to spend money on more parts. (Bruce spent about an equal

amount of time under the car getting dirt sprinkled on him pulling wires as he did in the locker proper) Peter Nicholson installed HEP jumpers into the brackets which were applied to the car by the generous assistance of the late Ross Butzow. Window work was delayed due to new gaskets being cut too long, (better than too short!) and had to be shortened and the ends re-vulcanized. The new length is just right. Diaphragms were also removed and taken to Adams and Westlake for repair/replacement of the material.

George Roadcap worked at drilling and tapping holes as required for mounting the DC power supply in one of the battery boxes. The assembled mounting plate, transformer and rectifier assembly was then slid into place, hooked up and tested by Bruce Backus. All (save one) of the existing DC blowers, and vapor panel, worked when tested.

After steel work on the carbody is complete, the car will be stripped and repainted. Also related to this car, as well as three others, John Bratcher and Linn Smith assembled four head-end-power junction boxes, built from parts we had cut and folded to the right hapes. These junction boxes go under HEP equipped cars and are the point at which electrical power for each car is tapped from the HEP trainline.

E-8 4044: While the transformation is not complete, Pennsylvania E8 #5764 has become Illinois Central #4044. Work on the cab structure is just about done as the cab door frames have been rebuilt and the doors have been tweaked to improve their fit. I am currently rebuilding the depressed panel under the engineer's door ladder. Once that is welded in place, the frames and doors can be reinstalled. The Pennsy lifting lugs on the nose are long gone as is the plain nose door, and the grab iron ladder up the side of the nose has been removed.



MRM member John Downing is applying a coat of primer paint on the cab door frame he had fabricated to fit on the engineer's door.

In their place the following have been installed; Head light nose door, cab side walkways and grab irons, class light hoods, and the flag holders above the cab side windows. My goal is to match the look of the last IC E-unit #4043. EMD had a Maintenance Instruction showing the dimensions of and how to install the cab side walkways, which I followed. Inside the nose, all the air brake piping and tanks have been removed, cleaned, and reinstalled. The sand tanks, door hatches and sand traps were removed, rebuilt and reinstalled. The pneumatic sanding system for forward and reverse sanding has been rebuilt with new engineer sander valve in the cab and new copper piping. All the plywood cab floor sections have been or are in the process of being rebuilt. The next major task will be turning the locomotive to facilitate the removal of the right side panels. But first, I will need to clear and eleven year accumulation of stuff out from underneath the wheels.



Southern #401 has been operating this spring/summer with little issue. We have needed to re-grind a few valves that had begun weeping, and found one more balance plate stud leaking in the right-hand steam chest, but other than those small items, no real issues. In a related item, plans are forming to finally get a water tank set up to feed the water crane for tender filling. (Rather than a garden hose) This will also allow us to better treat the raw water used by the locomotive, thereby minimizing expense and trouble in regard to boiler water treatment and maintenance. This is in the very early stages, with George Roadcap working on details.

Wabash Office Car #6 Window shades in this car were removed this past winter and delivered to Adams and Westlake for refurbishment. They should be done this summer, and will be reinstalled in the car.



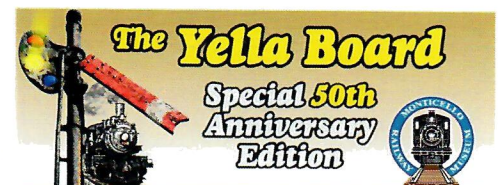
John Sanr photo

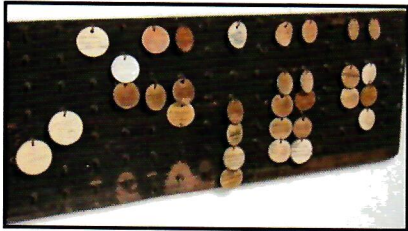
Other Projects: As noted in my annual report, there was a proposal to add 80 feet of length to the north end of the yard storage barn. Funding for that project was secured, and the addition to the building is just getting underway as of this writing, likely done by the time you read this. When the addition is complete, the second phase will begin by moving all the equipment in the building to the new north end of the building, and removing the track from the south end for approximately 50 feet. This will then be surfaced and readied for a concrete floor

and any required footings for the walls and storage mezzanine. Once the concrete is in place, the second phase will be completed with the installation of interior partition walls, wall lining and ceiling lining, and a lean-to on the south end of the building at the east side. This space will be approximately 8' x 10', and will house the dust collections system already on hand for the wood shop.

Some shop tools also got some long overdue attention in the back shop this spring: Two out of our set of four air-powered locomotive jacks have been out of service ever since they were donated by the Chicago and Illinois Midland some years back. Those two faulty jacks have finally been serviced, with both air motors removed and rebuilt at Decatur Air Tool. They are now back in service and work quite well. Tool organization was attacked this year by Paul Bundy and Eric Schaffer, which did much to clean up the north-east corner of the back shop. Their efforts allowed all the tools that have been lying about loose on various carts, to be put up on the wall where they can be seen/found, and the carts moved out of the way elsewhere, making walking around in the shop much easier.

As you can see, there is much going on to many pieces of equipment, and we want to particularly thank the new volunteers who have joined the organization and are actively working with us to restore/repair/maintain the equipment. If I have inadvertently left out a name of someone who was involved in one of these projects, please take no offense, as rest assured it is not intentional, and is no one's fault by mine.





**THE
CREW
CALLER**

“A trucker came into the museum because he thought there was a train wreck back here and was wanting to salvage the steel, but he was told that this was an operating railroad museum”. *Dave Berndt*

ON TRACK WITH DAVE BERNDT

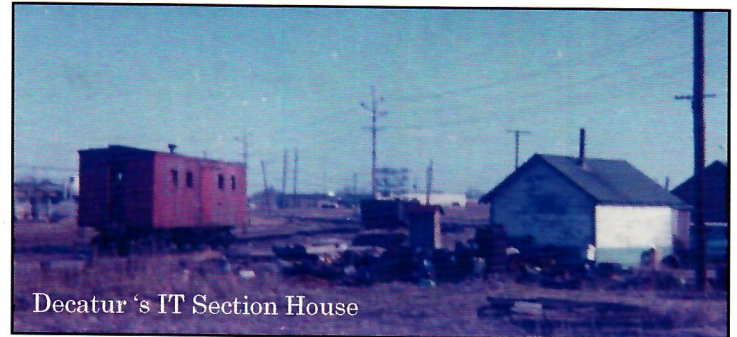


Mike Harper photo

David Berndt, a native of Decatur, starting his railroad interest at a young age in the company of his dad, whom would take his young son to the Wabash Decatur depot to watch the arrival of the “Blue Bird.” In 1958, in the company of his dad and uncle, they went to Centralia to photograph the last vestige of the working Illinois Central steam. Subsequently they got to ride in the cab of a 2600 series locomotive on a freight train in Ashely, Illinois. In the early 60’

they would ride the fan trips behind steam on the Burlington, which would solidify his interest in steam locomotives and railroading in general.

In preparation to finance attendance to Eastern Illinois University he got his first, real-life railroading experience in the summer of 1976: working for the Illinois Terminal Railroad Maintenance of Way as a section labor. He would work from 7 AM to 4:30 PM and then walk across the street to United Parcel Service, loading trucks until 11 PM. Of course he was excited to work for the railroad and discovered that he enjoyed the working on the track. The work was back breaking: putting in switch ties, building passing tracks and a spur into the ADM East corn plant. Work was done by hand as they did not have motorized equipment to insert ties, tamp or spiked the track. Once, he asked the foreman when they would get a motorized tie tamper and was told “in a couple of weeks”, but later he figured out that *he* was the tie tamper!



Decatur 's IT Section House



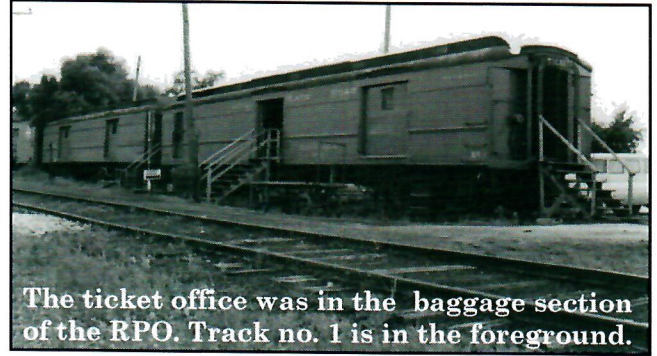
Dave is Fireman on No. 191

In the summer of 1978 he was hired by the Wabash Valley RR, which was operating the former Pennsylvania line between Decatur and Paris. The Wabash Valley was owned by the state of Illinois and Morrison-Knudsen of Boise, ID was contracted to operate it. Unknown to Dave at the time, the State of Illinois was using the railroad to give former convicts jobs on the track gang. There was shortage of colorful and interesting characters to work with that summer. As on the IT, their responsibility was to replace ties on the main line by hand, but the difference (due to years of differed maintenance) was when you put a track jack under the rail to raise the track to pull the ties out, The thing to come up with the rail was the spikes hanging

off of the rail! Of course being typical central Illinois weather it was hot, no breeze, no shade, and the temperature was in the upper 90’s. To compound the heat problem, tall corn would block the air movement making it miserable and they only stopped for a half-hour for lunch. In 1979 he graduated with a degree in production management and went to work for ADM for four years and eventually would be hired by Caterpillar, spending 22 years in management until retirement on December 31, 2015.

His involvement in the museum began in October of 1972, at the age of 17 with his interest in steam: “Little Dumpy”. In 1973, He would befriend another member and Decaturite Bruce Backus, whom would travel to the museum on weekends. For Dave, this was his opportunity to learn to fire a steam engine and work on the track, at which time was ascending the hill. During this time the train would leave the yard, going to the base of the hill, back up to Nelson Crossing, reverse direction to return to the base of the hill, then return to Camp Creek yard. The train ran seven days a week and would have sizeable crowds riding on the weekend. On Memorial Day, July 4th and Labor Day they would have a double-headed consist of steam with Little Dumpy and no. 191. In the winter, they would operate a Santa train.

At the time there was three yard tracks, consisting of 60 pound rail with cinder ballast. Equipment consisted of a Louisville & Nashville wooden caboose, the vinegar car, a couple of RPO cars, a pair of side door Illinois Central cabooses, the Bates & Rogers crane and 2 Wabash coaches. The ticket office was located in the baggage section of an RPO car, situated on track no. 2 and was accessible by steps. Passenger loading was done on no. 1 track and track no. 2 and 3 were the equipment storage/display track. The early days were very primitive as compared to today. An insight to his condition can best be capsulized when a trucker came into



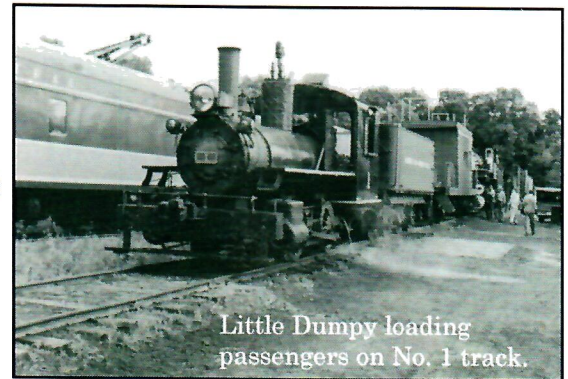
The ticket office was in the baggage section of the RPO. Track no. 1 is in the foreground.



Conductor Berndt

the museum because he thought there was a train wreck back here and was wanting to salvage the steel, but was told that this was an operating railroad museum.

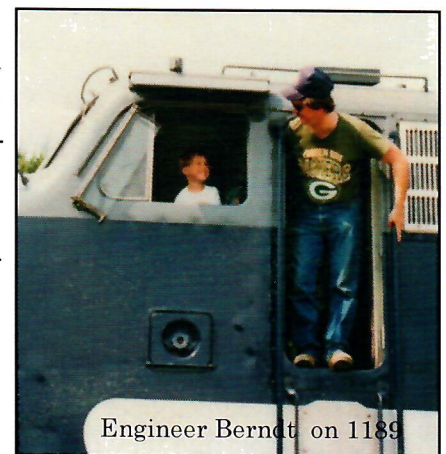
The only shop building was the “Inman Building”, a former chicken coop. The coal pile (for the steam locomotives) was in the area of Nelson Crossing and the connection track to the Illinois Central was north of this



Little Dumpy loading passengers on No. 1 track.

point in an open field. To receive inbound equipment the Illinois Central Gulf section gang had to “cut” their rail and push the entire track eastward to line up and connect with the museum’s connection track. Once the transfer was completed, the track was pushed back and secured in alignment with the IC main line. In 1975, during a straight-rail move using no. 191, an Illinois Central Gulf RR official on the scene made the comment “you will never run this junk on this railroad”, but now Dave muses “we now *own* that track”!

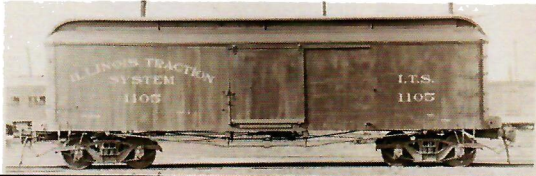
In the beginning the city of Monticello really didn’t care for museum as we didn’t have any money to fix anything up and the grounds looked more like a salvage yard than a railroad museum. Today we partner with the city to jointly promote both the city and the museum with great success, bringing in tourist for their downtown shops as passengers arrive downtown. We are a world class museum and it is demonstrated in the enthusiasm of Dave whom enjoys working the train as a conductor which offers him the opportunity to interacting with the public and share his enthusiasm of the museum. In recognition of his 731 volunteer hours of train service he was presented with an award at the 2014 annual meeting. Dave is one of many volunteers who were here in the humble days of growth and through dedicated effort has contributed to make the Monticello Railway Museum a place of “Where working on the railroad becomes a reality”. Dave invites you to come join us to help us with the growth into the future.



Engineer Berndt on 1189

(L C L*)

LESS THAN CARLOAD



MONTICELLO RAILWAY MUSEUM 50-YEAR HISTORY BOOK TO BE PUBLISHED

At its December 2015 meeting, the museum's board of director's agreed to produce a soft-bound book about the museum's 50-year history, with release scheduled during Railroad Days, September 17th-18th.

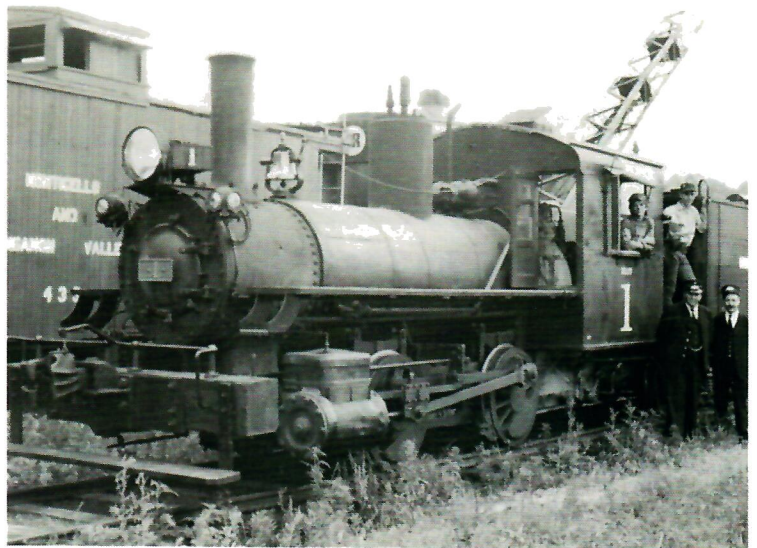
The book will have several sections that mark the milestones of the museum from its start on a steam excursion from St. Louis to Hannibal, Missouri in 1966 through its current status. The early years will cover the museum's history through 1971, with the next section covering the beginning in 1972 of train operations following the repairs made to the museum's first steam locomotive. Another section will begin with the museum's acquisition in 1987 of the Illinois Central trackage that paralleled the museum's original Illinois Terminal right of way. The following section will review the acquisition and repair of museum's rolling stock and locomotives, buildings and grounds through 2000, with a section reporting on the museum's historical restoration of Southern No. 401 and the amazing growth and expansion during the most recent years, as more equipment was restored and the new car barn and Stair tower were built. A final memorial section will recall those who labored during the first 50 years but no longer are with us.

A committee is currently researching the history and writing text for the book but needs your help. we are asking members with photos they think should be included in the history to forward them to Ted Lemen so they can be considered for publication in the book. We are also asking anyone who would like to write a couple of paragraphs about the folks in our memorial section to do so, since it is not possible for the committee members to know each of those individuals personally. These write-ups or photos can be sent to committee chairman Ted Lemen at: hi_jeanx@yahoo.com.

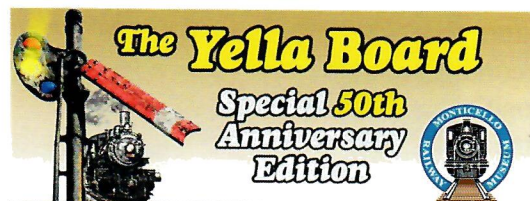
MEMBERS IN MEMORIAL

- | | | |
|-----------------|------------------|---------------|
| Jim Beveridge | Kevin Britt | Lila Boring |
| Jim Broussar | Carl Brown | Charles Daigh |
| Dan Dauderman | Charles Durst | |
| Marty Fischer | Lila Mae Fulton | |
| Ray Goodling | Rick Harper | David Mann |
| David McClendon | Tony Noel | Isaac Pedigo |
| Garner Portlock | William Richmond | |
| Harold Scott | Harold Slade | |
| Dick Stair | Milton Watson | |
| Art Wildhagen | Paul Wilkins | Marla Young |

A LOOK BACK IN TIME



The year 1972 finds a different railroad that now occupies this space in 2016. No. 1 is sitting on No. 1 track and across the road on the IT main sits the RPO baggage car which housed the combination ticket office and gift shop. The L&N caboose (in the background) would serve as a "bunk house" for members staying overnight. The weeds have now been replaced with ballast. (L to R) Mike Pfiester: Fireman, Bruce Pryke: Engineer Dale Jenkins: Flagman, Charlie Inman: Conductor





MRM President John Sciutto sez:
 "If it can't be fixed with a hammer,
 then it is an electrical problem"

BO Signal Restored

By Neal Grant

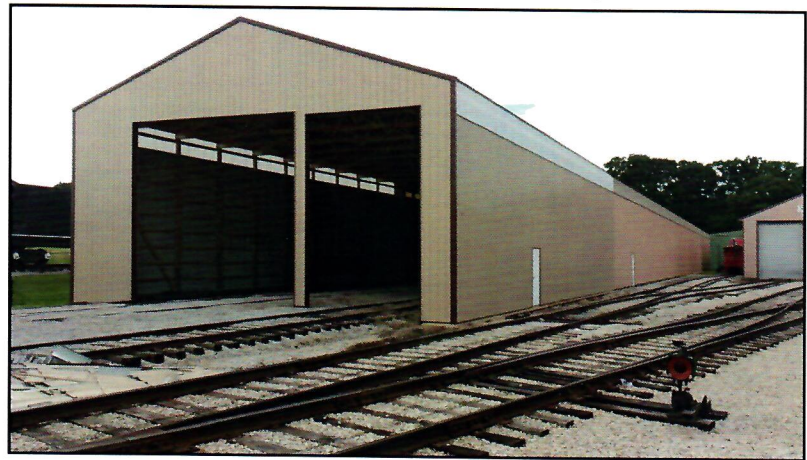
MRM members Patrick McDonnell and Travis Hunt undertook the project to restore the former B&O CPL, (Color Position Light) signal that once graced the former B&O/NKP crossing in Metcalf, Illinois. It was recovered and donated by Neal Grant when the Metcalf interlocking was modernized several years ago. Restoration began on May 21, 2016, with the bead blasting of the signal and interior lamp units followed with the cleaning and painting. New lens gaskets were made out of cork sheet and most of the lamp units had new outer lenses installed. Plans are in place to add a "lunar" aspect to the signal once enough parts are accumulated. The signal was placed in position on the mast the weekend of June 18, 2016.

This signal will become signal number one, (and thus controlled by lever 1 in the tower). To date, there are four signals placed in the plant. Signal 1 will control the movement over the north exhibit lead switch on the Terminal Subdivision. Work continues on a host of fronts. Relay case "A" and "C" are now reconditioned for future relay and circuit installations. The "raw" material for signal 15 has been placed in the engine shop for reconditioning. Member Travis Hunt leads that effort. One of four circuit controllers necessary to detect the position of switch points has been placed, and the other three are a work in progress. Member James Holzmeier has been working on the "model board" and that will be the next significant item to be mounted in the tower.



YARD STORAGE BARN GROWS

This summer has seen yet another building expansion project at Monticello Railway Museum. Our first car storage barn, located in Camp Creek Yard, has been lengthened by 80 feet. This project was made possible by funding provided by generous donors. The extension proper was built by Springhaven Enterprises of Sullivan, IL, and was completed on Thursday, July 27th. Doors will be installed in a couple of weeks or so by Rocke Overhead Doors of Arcola, IL. The extension of this building will allow for approximately two more cars to be stored in-doors. However, the true purpose of extending the north end of the building was to



allow the conversion of the south 45 feet of the structure to into additional shop and storage space.



Kent McClure photo

The south 45 feet of the building will have the track removed, and will be subdivided into two spaces 45 feet wide by 22-1/2 feet long. One of the spaces will become a dedicated woodshop, and the other space will become dedicated space for sheet metal work and pipe work. The east side of both spaces will have a mezzanine for long term storage of smaller items. The south end of the barn will be modified by the addition of an 8 foot by 10 foot “lean-to”, to house a dust collection system for the woodshop. All the new shop space will be equipped with concrete floors, doors between the shop spaces, as well as large sectional style garage doors between the spaces to allow easy movement of large items in and out of the building. The exist-

ing sliding door on the south end of the building will also be replaced with a sectional, insulated garage-type door.

These two spaces will allow all the woodworking equipment to move from the carshop to a roomier area, not to mention one that doesn't leak, making it easier to work on the larger wood projects without a railroad car in the way. It will also allow a number of machines to move from the backshop and machine shop, freeing up space in those spaces for work, rather than storage of seldom used, but needed, equipment.

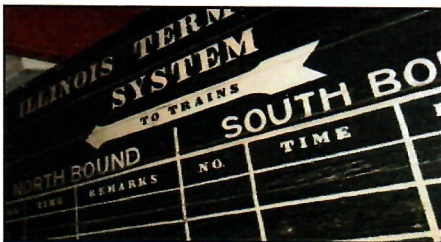
This will be a large project due to the infrastructure needs of both the wood and pipe/sheet metal shops. Both will require extensive electrical installations to run equipment, as well as compressed air piping, and dust collection ducting before they are complete.

Kent McClure CMO



MONTICELLO
RAILWAY MUSEUM
P O BOX 401
MONTICELLO, ILLINOIS 61856

THE NEWSLETTER OF THE MONTICELLO RAILWAY MUSEUM



ARRIVALS & DEPARTURES

STEAM SCHEDULE

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

August 20th—21st September 17th-18th October 15th—16th

Throttle Time: You can be the engineer of our train!

November 5 and November 6, 2016; and many Saturdays from April 30 through October 29, 2016.

Railroad Days – *Saturday, September 17 and Sunday, September 18, 2016.*

Come enjoy UNLIMITED rides on our vintage passenger and freight trains and motor cars running on our former Illinois Central and Illinois Terminal trackage, enjoy kids' games and more!

The Polar Express™ Read along as
Friday, November 18; Saturday, November 19; Sunday, November 20; Friday, November 25; Saturday, November 26; Sunday, November 27; Friday, December 2; Saturday, December 3; Sunday, December 4; Friday, December 9; Saturday, December 10, 2016.

SOLD OUT!

train makes its round-trip journey to the North Pole.
day, November 19; Sunday, November 20; Friday, November 25; Saturday, November 26; Sunday, November 27; Friday, December 2; Saturday, December 3; Sunday, December 4; Friday, December 9; Saturday, December 10, 2016.

Lunch with Santa on the Train – *Saturday, December 3 and Sunday, December 4, 2016*

Enjoy a visit with Santa Claus while eating a kid-friendly sack lunch. This event is hosted by the Monticello Chamber of Commerce.