



Volume 49 Number 2

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

November
December
2016



The steam swirls above the 401 on this cool April 9th of 2016, as the Southern 401 stands by for loading of members and guests aboard the 50th Anniversary Commemorative Train at the downtown Monticello depot for the return trip to Camp Creek Yards.

Photo Courtesy Ted Lemen

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**THE
OBSERVATION
PLATFORM**

Our 50th Year

December 2016



As the Monticello Railway Museum begins its second half-century, it's sometimes hard to believe how much has been accomplished by a dedicated group of unpaid volunteers with a passion for preservation. Its inauspicious start as a protest group fighting to keep steam locomotives operating on a major railroad became something much more in only six months. After the June, 1966 advice from the president of the Illinois Central Railroad to "Build your own railroad", the work of collecting and restoring vintage railroad equipment began in earnest.

By 1970, the museum owned several miles of former Illinois Terminal roadbed and some adjacent land, building its Camp Creek Yard in an empty field and moving its collection to its first tracks. With a ragged assortment of old passenger and refrigerator cars, MRM was very much like other museums around the country, operating on a shoestring budget while trying to enlist support from more volunteers.

A 1920s Rock Island commuter coach was delivered just in time for the May, 1972 official opening, and a tiny steam engine hauled revenue passengers for the first time. Through the years, the museum acquired many more cars and additional locomotives, some of which would eventually go through the restoration process and others that were so badly deteriorated they couldn't be saved. But, the museum's set of skills increased with along with its acquisitions, making those who weren't mechanics still feel useful laying track, selling tickets or painting equipment. Those who could weld, do wood-working or work to acquire additional equipment worked together to build a demonstration railroad that would tell the story of trains in Central Illinois.

Needless to say, some other groups didn't fare as well, with tracks filled with rusting equipment exposed to the elements and without hope of being saved. So, the museum's primary goal of getting its collection under shelter to prevent further weather-related damage was crucial. As more and more equipment was protected, the work of restoration became easier, with volunteers able to work indoors in shop space with tools and machines to do the job of making cars and locomotives look new again.

As time goes by, the number of members who remember those early years decreases, but the work of finding new members goes on. University of Illinois students in the school's railway engineering school who came down as part of class outings have become members and come down to volunteer even when school's not in session. One nearby family, frequent riders only because of a son who loved trains, has now fully immersed itself in the museum's work big time, even though they weren't friends with or related to current members. In a recent letter, they expressed their thanks for being made to feel like family by others members with whom they worked.

The museum's goal of reaching downtown Monticello was realized in 1987 with the purchase of the adjacent Illinois Central tracks, allowing direct delivery of equipment via the Norfolk Southern and ending the potential nightmare of being landlocked from the rest of the nation's rail network.

Polar Express operations, which began in 2008, increased the museum's exposure to the public exponentially and provided much-needed funds to buy track materials, erect new buildings and expand the museum's role as the custodians of railroad history for Central Illinois.

Now, plans are underway for a roundhouse and turntable, and a replacement building for the ancient Quonset hut, which was already old when the museum acquired it about 40 years ago. But, new buildings and machines are useless without our members, who continue to labor, without pay, for a museum that has surpassed its earliest dreams of preserving railroad history ten-fold. **Right:** *Charlie Inman built the wooden windows for the museum's first steam locomotive in 1971 after rebuilding the cab was completed*



Ted Lemen photo



**THE
BACK
SHOP**
By Kent McClure
Chief Mechanical Officer

MILWAUKEE ROAD NW2 #1649 has had several modifications done this past season to make improvements regarding leakage and other issues. It was also due for an air brake system rebuild and inspection, with all the brake valves and cylinders rebuilt,



Art Purchase Photo

tested and reapplied. Paul Nelson and Larry Cardoza also installed a rebuilt oil pump on the V-12 engine. Thanks much to Bill Lygiros, Doug Capuder, Paul Nelson and Larry Cardoza for their efforts with these projects.

Wabash F7A #1189 is currently undergoing a biannual inspection and air brake inspection, and will be in service this season. Paul Nelson has been working on rebuilding main power contactors, and replacing control air hoses in the electrical locker.



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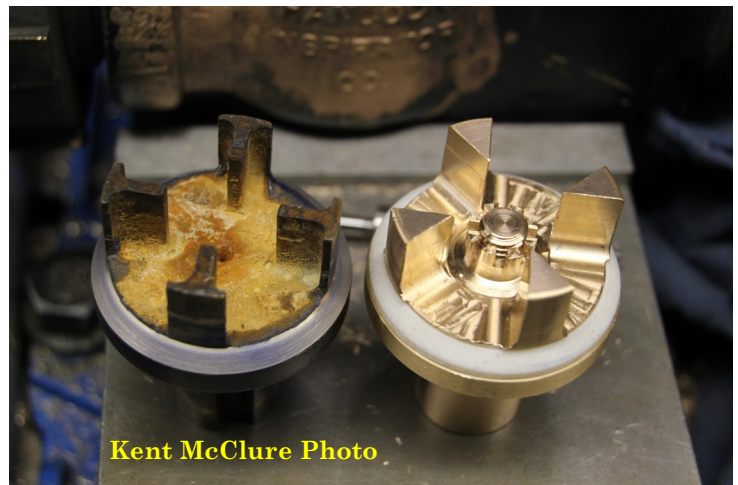
CN FPA #6789 is currently also undergoing a biannual inspection and air brake inspection, and will also be in service this summer. It has been operating without issue this past season.

IC GP-11 #8733 has had the heating element in the hotstart replaced due to a burned off wire this fall. Paul Nelson has also been preparing to change a couple of cylinder heads on this loco, picking up two rebuilt heads from Hatch and Kirk in St. Louis, along with some injectors.



Art Purchase Photo

Southern steam locomotive #401 has operated this past season without issues of note. We are making a change in driving axle lubrication by installing "Armstrong Oilers" to the oil cellars. These are an old design oil lubrication arrangement used here by major carriers, most notably Southern Pacific, to oil lubricate driving axles, as opposed to hard grease as was common in the latter years of steam. We're currently using regular freight car type lubricator pads, with the only real downside being lack of reserve lubricant because the pad takes up all the available space in the cellar. So, this change is simply to make lubrication levels easier to determine, and to have ample reserve. In other items, we have also taken the opportunity to build a Teflon seated check valve disk for the left side boiler check valve. The bronze disk, while it does work, starts leaking slightly during through the season, requiring regrinding to keep tight. The Teflon seat should last at least the season and stay steam-tight the entire time.



Kent McClure Photo

Above; Photo of boiler check valve disks from Southern #401. On the left is the original all-bronze check, and on the right is the new, Teflon seated check. The Teflon seat can be removed and changed in a matter of minutes with tools carried on the engine if need be.

IC Diner 4110 has remained in the car shop for the entire season, with repairs to the steel body completed last season late, and the car stripped of paint. Prior to stripping, we did clean up and restore a section of the original finish, and had these original colors scanned to compare to both our current IC colors, and to those used by Iowa Pacific on their equipment. What we found was our colors have drifted badly at some point in the past, with our orange being too red, and both our yellow and brown too dark. All of our I.C. drift cards were also incorrect, so this drift happened some time back. Iowa Pacific's orange and yellow were dead-on compared to what was on 4110, but their brown was too light. We dropped a note to Ed Ellis of Iowa Pacific about what we were finding, so on Railroad Days he made a trip down to take a look himself. The upshot is we will correct our colors to match what was found on 4110, and Iowa Pacific will switch to the darker brown as they repaint, so we will both be using the same colors. Many thanks to Larry Kelly of Kelly Industrial Coatings of Waukesha, WI, for coming down to scan these colors, and for bringing the Iowa Pacific drift cards to compare to the existing paint on the car.



Kent McClure photo

Diner #4110 in its first coat of primer. Further body work is awaiting warmer weather, and then a date with lots of body filler and sanding. It will then receive a second coat of primer, then topcoats of new IC colors.



Kent McClure photo

Original Illinois Central paint on diner #4110. You can see in this photo three panels, outlined by masking tape lines. The three panes, left to right are: Paint wiped with solvent then clear coated, paint lightly sanded, solvent wiped and clear coated, and the third panel is heavily sanded, solvent wiped and clear coated. The center panel was the panel used for scanning of the colors. We did not strip the car until Kelly Industrial sent test panels of the new scanned colors which were then compared to confirm they were good matches.

Electrical work is also ongoing in this car. This past spring fling had long distance members Lin Smith and John Bratcher getting some quick spot and wire welding lessons. They then, with the assistance of Mark Weckel, assembled all four Head End Power junction boxes, painted them inside and out, and installed buss bars and cord grips. One junction box was then installed under 4110. As the season progressed, other projects slowed work on the diner, bringing us to our decision this past fall not to rush to have this car ready for our 2016 Polar Express. Starting during the winter of 2016 with Syl Keller, Jeff Tillman and Mark Weckel plowed ahead on the car's body work. After that was complete, all windows were removed and wooden covers made for all the openings, readying the car for paint stripping. We have also decided to proceed with converting this car to electric heat at this time. Our initial plan on keeping the steam heat intact was partly due to trying to have the car ready for 2016 Polar Express. The electric conversion, particularly in the long term, will be much more convenient and will simply make maintenance far simpler. Bill Lygiros, Doug Capuder, and several others of the U of I contingent have



Kent McClure photo

This photo is one of the chairs from Diner #4110, with a sample of the closest matching material we could find. The color is very close when viewed in person, but does not have the same texture. This chair also is the same color/texture of material originally in Diner #4112.

worked at removing the radiation covers which will allow removal of the wall mounted radiation in the dining room and hallway. This will make way for the electric heating elements. Upholstery material for the chairs has been found and purchased. Member Stephen Lopez, an upholsterer by trade, has volunteered his time to assemble new seat and back covers. He will also help by sourcing new cushion materials, and will assist with the actual recovering of the chairs when the time comes, likely in the spring after the weather warms back up.

We have also found the original carpet is so badly soiled at the kitchen end of the dining room, that it is not salvageable. We have cut out two sections out of the carpet, cleaned them, and are using them as patterns in our search for replacement carpet. Through member Bruce Backus, we are working with an interior decorator in an attempt to match the original carpet as closely as possible, within reason on the money side. The decorator has found we could exactly match the existing carpet, which is of loop pile construction, made of wool, for about \$87 per square FOOT. This would be \$3,132.00 per yard on a roll, with the dining room being 39 feet long. We have been told the cost of the custom loop pile is similar to costs others have paid to have custom carpets recreated. As an example, the carpet installed in ex-Wabash car City of Lafayette, now owned by the New Orleans Public Belt RR, was about the same cost. Needless to say, short a donor stepping forward with a willingness to fund this route, we'll find something at a lower cost. The decorator is currently checking into a custom cut-pile which will look just like the original, but would be much lower in cost.



Kent McClure photo



Judy Zimmerman photo

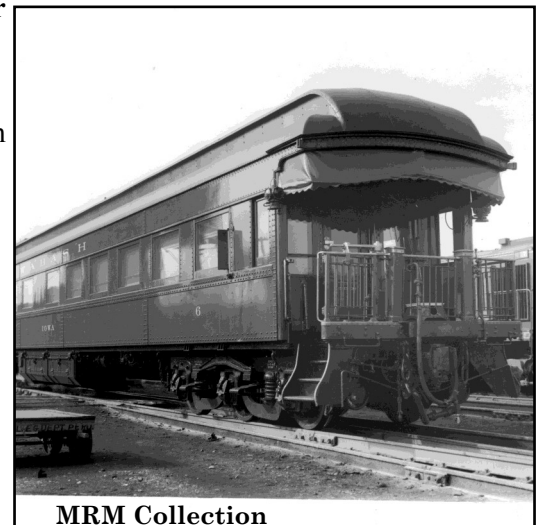
IC Combine #892 spent some time in the shop this past spring getting repairs to a steam conduit, new coupler knuckles, and left side baggage door track worked over. Travis Atchison worked on the steam conduit and knuckles, while Mark Weckel and Syl Keller corrected the door track problem, making the baggage door once again operate easily, as it should.

Wabash Office Car #6 has had the window shades removed this past spring/summer, with them being sent to Adlake for refinishing of the hardware, and new shade material and rollers. The new shades are now on hand, but are not yet installed in the car.

Thanks to Jeff Tillman for removing them from the car. There is still a small amount of electrical work to undertake on this car, after which it will be able to accept head-end-power and have its electrical system function while in a train. However, getting it to a point where it can be heated or cooled while in use is a completely different proposition.

Thank you to all of you for your help with the maintenance and restoration of the equipment, it would not happen if you were not here!

Kent McClure



MRM Collection



Art Purchase photo

| | | | | |
|--|----------|-----------|----------|-----------------------|
| ILLINOIS TERMINAL RAILROAD COMPANY | | | | |
| Order No. | 37 | Date | 9-19 | 1954 |
| To C & M Train | 285 | | | Edwardsville |
| Train | Cor. | and Train | Cor. | will meet at |
| 2796 | 385 | and Train | 203 | will meet at Coventry |
| 2796 | 385 | and Train | 97 | will meet at Coopers |
| Extra | | and Extra | | will meet at |
| Extra | | and Extra | | will meet at |
| Motor 274 and 385 run on lot and road 76 Edwardsville to East Belt all these are of Edwardsville arrived and repaired | | | | |
| CONDUCTOR | MOTORCAR | TRAIN | COMPLETE | TRIP |
| Bynes | Keller | 385 | 2796 | 74 |
| Form - 4312 Old Form 341 | | | | |

**THE
TRAIN
ORDER**

**How Casey Jones came to MRM
by Doug Nipper**

If you read the tribute to “Stan the Rail Man” Rankin in the November/December 2015 Yella Board, you might have caught the paragraph where it mentioned his contribution for the building that bears his name to house the growing collection of motorcars the museum has. It simply said that he wanted this building to be put up so it could accommodate the donation of his Casey Jones car, but didn't go into more detail at that time. The car arrived on museum property on July 26, 2015, and this is the story of how it got here. I first became aware of Casey in 2011 when John Sciutto mentioned that Stan had a rather unique motorcar that he brought out to ride once in a while. He knew of my life-long interest in these pre-hirail inspection and gang cars, and told me about the next time that Stan was planning to give his friends a ride. I think I took a day of vacation to make it possible to see and photograph this car that day. Stan was also generous in letting me ride with his “crew”. I took a lot of photos with the idea of documenting it as much as I could, not knowing if I would see it again. Casey was made by the North Western Motor

Duty Railway Motorcar” on the nameplate. This company also made other models of cars, but the 551's were the only ones to use the same motors and transmissions that are used in Model T Fords. Stan had restored several Model T's in his garage, and many made their way to collectors who valued his workmanship. When this gang car became available, it was only logical that Stan would jump at the chance to own and restore this unique piece of railroad Maintenance of Way history. And beautifully restore it he did! After a health issue in 2013, I returned to MRM in 2014 with my own motorcar. I had also heard that Stan was ready to donate Casey, but was concerned that no one would take care of it. Brian Puetz, who also volunteers in train service, is a fellow motorcar aficionado and had “adopted” the N&W M-19 that Al LaRochelle had restored and given to the museum. Brian runs it regularly during the warmer months. The first thing Brian and I committed to do was clean up the inside of the Rankin Building and at least get it ready for Casey. It took a while to get all the mice run out and the Rail Rod parts mounted on the walls, but finally it was ready in 2015. But Stan was a little unsure about whether he should give Casey Jones to us or the Henry Ford Museum in Michigan. Brian met with Stan and assured him that he at least would take care of his beloved motorcar. Thanks to that effort, Stan made the decision to give the car to MRM, knowing that it would still run here and not be just another static display. A subsequent meeting by Brian, John Sciutto and Matt Weaver with Stan also got them up to speed on operation of Casey. So on that July day last year, a few of us met at Stan's



Doug Nipper Photo

house in Champaign and hooked up the trailer with Casey to my truck (a Ford had to pull another Ford!), and also the trailer with the rider car that matches Casey. We car-avanned to the museum from Champaign, and unloaded it as Stan watched. We hooked it up to the rider car and Stan took several museum members for a ride on that nice summer day. It was the first time he had pulled the rider car with it, but it was more than up to the task to go up the hill towards County Road. It then took its place on track 2 in the Rankin Building. Stan left all his supplies and tools for maintaining a car like this, and expressed his wish to keep it in running condition. To that end, it was started a few times in late 2015, but by late 2016 it had only been started a couple of times by Brian and had not run on the track. I had pushed it out on display several times when I was the Sunday docent in Stair Tower, and I kept telling Brian that we really needed to take it

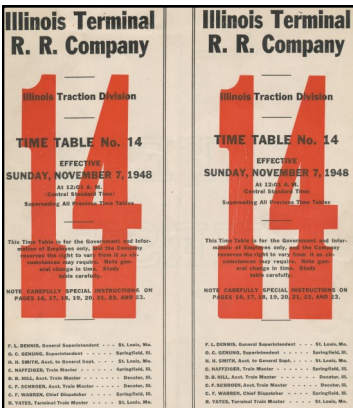


Doug Nipper Photo

out on an excursion. By happy accident, Brian and I were both able to have Monday, November 7th off, so we agreed to meet and try to accomplish a ride. While I brought up turntable parts from the MofW building that were needed, Brian prepped the car and greased what he could. We then got it on the track with the turntable and off we went on a run. And RUN that car does! And what a nice late November day for a ride. I had never operated a planetary-type transmission, with the bands, drums and discs, but I think it's easier to learn on a motorcar than it would be on an automobile with the same system and foot pedals. And after Brian's run up the hill and back and into town, it was my turn to run. Oh my, that car is overpowered for its size! But we both got the hang of it, and had a blast in the end. Casey Jones is a wonderful part of our motorcar collection, and Stan assured us it is very unique. No more than one or two other 551 cars even exist that we are aware of. And with Brian and I both able to run Casey now, we hope to fulfill Stan's wish that it remain operable. It does prefer cooler weather, so operation on Railroad Days may not often be possible. But we could have a "members only" ride with the trailer car as well in the Spring if there is enough interest. I should also mention the others that helped move Casey to the museum last year: Paul Jones, Matt Weaver, Phil Lopez, Travis Hunt and John Sciutto. If you have an interest in these old conveyances of the section men, track inspectors and signal maintainers, we have other cars that need work. Don't hesitate to volunteer and help bring them to life once again



Doug Nipper Photo



The Timetable



Jon Roma Photo

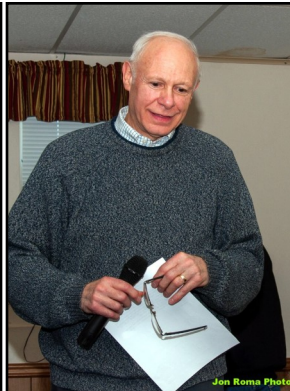


Jon Roma Photo

The 2016 annual meeting of the Monticello Railway Museum was held on Saturday April 9, 2016 at the VFW/Wabash Center building in Downtown Monticello celebrating the 50th anniversary. *Above:* The special guest speaker was Ed Burkhardt former employee of the Wabash, Chicago & North Western, and Wisconsin Central. *Right:* Nick Kallas, General manager of the Illinois Railway Museum, *Below Left:* Ed Burkhardt and founder Ted Lemen, *Below Center:* Don Heimburger, publisher of Heimburger House books, *Below Right:* Members attending the annual meeting.



Jon Roma Photo



Jon Roma Photo



Ted Lemen photo

(L C L*)

LESS THAN CARLOAD



THE NS SANTA TRAIN

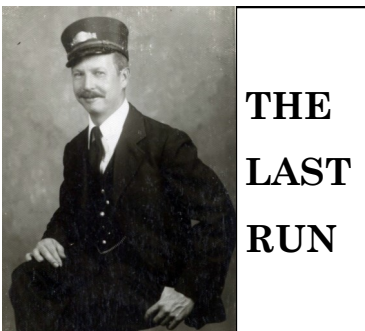
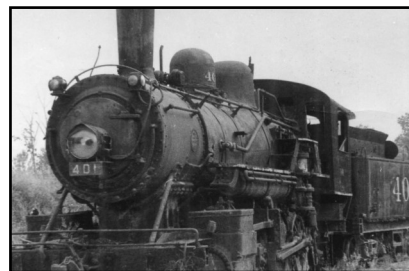


Once again Santa rides the rails of the Norfolk Southern main between Decatur and Illiopolis on December 17th and 18th for the benefit of its employees. The Polar Express equipment and Wabash 1189, CN 6789 and NS 3784 replaced the rein-deers to power the train, as it passes the former Illinois Terminal sleeper car 535 and Harristown substation.

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
LAST
RUN



Charles "Charlie" J. Inman

January 7, 2017

Charlie Inman was one of the first members of the founding organization SPUR and would be the first uniformed conductor, serving both the Monticello & Sangamon Valley Ry and Monticello Railway Museum. He had served on the board of directors and spent countless hours on the property working on the restoration of 401 and various construction projects. He retired from the NS Ry as an electrician and is survived by his wife and son.

Railroad Days
September
17th—18th
Art Purchase Photos



The Polar Express

November 18th - 20th 25th - 27th

December 2nd - 4th 9th - 10th

Dale Jenkins Photos



"THE TOY SHOP"



"SILENT NIGHT"



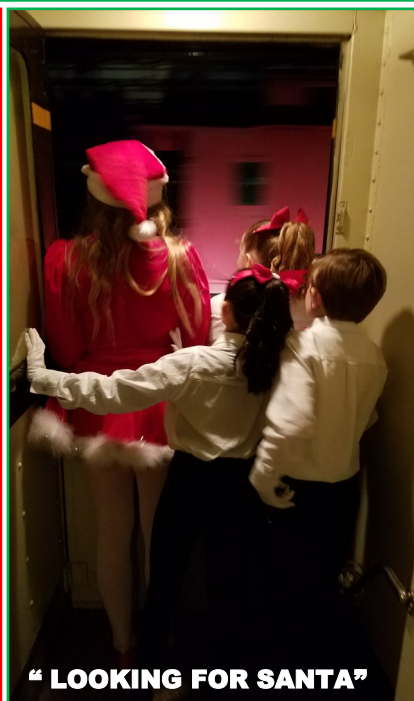
" SANTA WHO???? "



" A SANTA HOWDY!!!! "



" THE NEW CONDUCTOR "



" LOOKING FOR SANTA "



" THE DANCE "

" DA BUM "

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!

| | |
|-----------------------------|--------------------------------|
| May Saturday 20 - Sunday 21 | June Saturday 10 - Sunday 11 |
| July Saturday 15 - 16 | August Saturday 19 - Sunday 20 |
| September Saturday 16 - 17 | October Saturday 21- Sunday 22 |

School Days – An opportunity for school children to ride a full-sized diesel-powered train.-May 2 and May 10

Mother's Day Weekend – Saturday, May 13 and Sunday, May 14: Make Mother's Day special by treating Mom to a ride with her family on our vintage train. Moms ride FREE when accompanied by their children!

Father's Day Weekend Saturday, June 17 and Sunday, June 18: Dads ride FREE when accompanied by their children!

Fireworks Special – July 3d See the Monticello fireworks without worrying about traffic.

Railroad Days – Saturday, September 19 and Sunday, 20th: Come enjoy UNLIMITED rides on our vintage passenger and freight trains and motor cars running on our former Illinois Central and Illinois Terminal track-age, enjoy kids' games and more!

The Polar Express™ TBA 2017: Read along with the story as the train makes its round-trip journey to the North Pole.

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