

THE YELLA BOARD

Volume 55 Number 1

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

May—June 2022



“After a two-year absence from service, SOU 401 has returned to duty after successfully completing FRA mandated inspections.”

THE CONSIST
Volume 55 No. 1

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IS BETTER THAN
A MONTH FOR REPAIRS

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**THE
OBSERVATION
PLATFORM**

Surplus = Revenue

**Kirk Reynolds
Archive Manager**



June 2022

Our president has turned this issue's column over to me so I can spread the news about the Museum's first-ever Surplus Sale.

Over the years, the Museum has received numerous donations. Some were in the form of cash, while others could be anything from railroad equipment, tools and track materials to books and magazines. Many significant artifacts in our collection came from these donations. Among the many donations are materials that are either already in our collection or aren't associated with the railroads that served central Illinois and, specifically, Monticello. The Museum secured ownership of donated items through Deed of Gift forms that donors signed and returned. These surplus materials are property of the Museum but *are not* part of our permanent collection. There is potential cash value in these surplus items but making them accessible to buyers has been problematic.

I think the best way to sell our surplus would be in a train show format, where shoppers have time to browse. This should be somewhere other than our gift shop, where space is limited. In March, Museum volunteers set up our Hodge car exhibit at the Urbana Train Show at Lincoln Square Mall. The show's sponsors gave the Museum two tables to use during the event and we were able to sell over \$300 of books and collectibles during the weekend. All the stuff taken to the show fit in a Toyota Prius

Rather than pack up our surplus stuff to sell at train shows many miles away, we can have our own private flea market on Museum property. Since no events have been booked at the Museum's Wabash Center in downtown Monticello on Saturday and Sunday, July 16-17, this is where we will hold our first-ever Surplus Sale. This weekend was chosen because Southern #401 will be operating and attendance is generally higher on steam weekends. Merchandise will include but will not be limited to railroad books, magazines, DVDs, timetables, Official Guides, photos, 35mm slides, lithographs, framed artwork, patches, buttons, collectibles, and many other items.

In the short term, the Surplus Sale will allow us to find better homes for our extensive stock of hard-to-find, no-collection-should-be-without items. This could be the only time we hold this event. It depends on how much stuff we can get rid of. Everything will be priced to sell. The sale will be advertised on our website and Facebook page. I'm not proposing the Museum start hosting a train show open to outside vendors like the Urbana show. This will be an in-house event, contingent on the availability of the Wabash Center and volunteers.

The addition of the Donut and Dinner trains to our events schedule has provided additional revenue. Hopefully, the Surplus Sale will also generate some cash for our operations.



THE BACK SHOP

By Kent McClure

Chief Mechanical Officer

ALCO FPA4 #6789 - 6789 is currently out of service for some needed body work to the nose to repair corrosion damage. Paul Nelson and Al Strange worked on cutting out and replacing rotted steel work, and Paul then did his usual fine work with body filler and sanding to finish off the job prior to new paint on the portions repaired.



Wabash F7A #1189 - 1189 was in service for the month of June, operating without issue. Future work on this unit will include a replacement coolant circulation pump for the hotstart (giant block heater) system, and we would also like to install a permanent pre-lube pump so as to minimize bearing wear during startups. It will also make Paul Nelson's life easier as he won't have to drag pumps in and out of the carbody to do it manually. If we can come up with enough pumps, we would like to add one to every locomotive we use.

Milwaukee Road NW2 #1649 - 1649 is currently on display in the Nelson Barn. Due to its age and original wiring, it's use will likely be very limited now that we have other locomotives to take up regular operating duties.

IC GP11 #8733 - The GP11 has been the primary storage move and charter/throttle time locomotive this year, but has been sharing more of this work with C&IM RS1325 #31. Paul had to chase down an electrical issue early this spring that turned out to be in interlock in one of the main power contactors. It manifested itself by no longer wanting to move in a forward direction. Of course, this never happens at a convenient time, but it could have been worse, as it happened to occur with the loco inside the north barn, allowing us to just kill it there until we could get another unit filled with water and running to finish the switching that was in process, and bring 8733 back to the shop. It could have happened during the season, creating inconvenience for our riders, not just us!

C&IM RS1325 #31 - This locomotive entered the regular rotation this May, operating very reliably. We have recently had a carbody door with original C&IM green paint on it scanned with a paint color scanner by our paint supplier, Kelly Industrial Coatings. We still need to find samples or drift cards of the red used on the stripe (as built, not the scotchlite red), the white for the lettering and white stripes, and the orange used on the handrails/grab irons. We expect the orange will be the most difficult color to come up with. If anyone out there can help with actual samples of those colors (the old DuPont codes are useless) we would really like to hear from you!



Southern Steam Locomotive #401 - Work on this locomotive picked up this winter/spring, with the locomotive returning to service for the Month of June. We had much help from many of the young members, Daniel Frye, Phil Lopez, Mark Jensen, Thomas Dryek, Conner Taylor, Christian Schluter, Eric Larson, Mike Long, Dylan Cantrell, and David Popp, along with much

work from, George Roadcap, Travis Atchison, Jeff Tillman and others. With the help of all of them during the winter, all the new tubes were cut to rough length, tube holes cleaned up, deburred and any sharp edges broken. Tubes were then installed in a near marathon session, seeing almost all the tubes (257) placed in the boiler in one day. After they were in place they were spaced off the tube sheet the proper distance and one end rolled and beaded in place. Then the other end was faced to final length with a facing tool and a gauge. Then the second end was rolled and beaded. The firebox end was then seal welded by the generosity of Ian Stanberry. Ian is a 10 year boilermaker, and offered up his services to seal weld the tubes in exchange for a diner table on the Polar Express, which I happily paid for! The seal welding turned out to be a real marathon, starting at about 10 am, and finishing up at about 3:30 AM the next day. Many thanks to Mr. Stanberry! The FRA hydrostatic test was performed in March, followed by reassembly of the locomotive, reinstallation of refractory in the firebox, and some modifications to the front end that we hope will increase smokebox vacuum, and hence better drafting/

steaming. The first steam test was performed June 4th, with the FRA test scheduled for and performed on June 16th. All tests were passed, and the locomotive was run for approximately 10 miles to assure us the running gear would have no issues on it's first public outing June 25th. The first weekend of operation proved the changes made in the exhaust system/fire pan have improved drafting. The locomotive steams better than previously, but we feel it could/should be better than it is. Work will continue to make small changes to see what can be further improved.

We have also decided to return to using city water for the locomotive as the well water is so hard we were unable to prevent it from scaling the boiler interior, only slowing the rate of scaling down. This leaves us with the foaming issue which it had before on city water, (but the boiler stayed scale-free) with our only weapon being copious amounts of blowdown, and even that is only partially effective. To that end, we have ordered a Reverse Osmosis filtration system of enough capacity to top up the tender overnight, which should remove the dissolved salts in the city water that are creating the foaming issue. This device will be temporarily housed in the engine house, and will eventually be located in a replica ICRR pump house we plan to build adjacent to a water tank, both of these structures to be located east of Nelson Crossing Depot, along the lead to the turntable. The RO system will then keep the water tank filled during the operating season, giving us a supply of clean water to help keep the boiler in the best condition we can.

One other item attended to on this locomotive concerns the lettering and color of same. At the time of its initial painting in 2010, we did not have any leads on the correct color for the lettering, nor did we have good information for the lettering style and locations. After it was in service, the Southern Railway Historical Society uncovered in their collection, actual DuPont Southern Railway color drift cards, which had been carefully stored in protective sleeves and



Monticello Ry Museum

away from light. We worked with them, and were able to borrow the drift cards to allow Kelly Coatings to have the color lab match them into then-current formulations of IMRON paint. Kelly then provided pints of each color, and out of each we created color drift cards in the current formulation for out files. The balance of the pints were returned, along with the original drift cards, to SRHA. Many thanks to the Southern Railway Historical Society for making this possible! The other items we needed to attend to was lettering location, and style. We were contacted after the fact by Donnie Dixon, a Southern Railway Historian, who had lettering style data, as well as prints showing lettering locations. He very generously provided us lettering style artwork in electronic format so we could have vinyl masks cut for the lettering, and also provided a copy of the Southern Railway lettering drawing for freight locomotives. This allowed us to correct the lettering location on the back of the tender tank, and the sides of the tender. So what you see on 401 now is the right color of lettering, and the right style, and the correct locations.

IC Diners 4110 & 4112 - Bruce Backus has again been spending more time than he'd rather keeping refrigeration working, in both diners, but they are getting more and more reliable as he chases out the gremlins. An exception was the beverage cooler in 4110 threw a fan blade off the condenser fan, which then caused the whole works to get badly out of balance, ruining the motor mount. So that system will have to be replaced with a complete new condensing unit, of which we have one left on hand. He also found and has corrected a refrigerant leak on the air conditioning system on 4110.

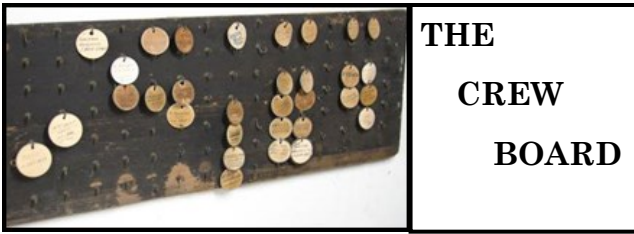


MRM has again been utilizing both diners for expanded dinner train offerings, and more Donut Trains, both organized by Dylan Cantrell, Daniel Frye, and Bruce Backus. The donut trains have been selling out, and the dinner trains are very popular as well. As I said in the January issue, these additions are very welcome as they help pay for the rebuild, and for the maintenance these cars require to keep them in an operational condition.

CB&Q Caboose #14042 – New end beams were sourced through Prairie Woodworking of Downs, Illinois, with them doing most of the shaping in their shop, with only mounting holes applied in our shop, and rounding the ends once in place on the car being done here. While it was expensive, they are a duplicate to what was on the car as we received it. Much work was done to both end platforms of the car, with both new end beams in place and most of the hardware re-applied before summer mowing season began, taking most of the volunteer hours away from this car. (The turntable project is also a culprit!). However, work is also proceeding on the turntable project. End trolley are in the process of being removed to facilitate repair work on the ends of the turntable structure proper. Blasting media is on hand to begin sandblasting of the table as time and weather permit.

We have also received additional donations toward the design, construction/erection/maintenance of a water tower/water treatment system for water for the steam locomotive, bringing that total to \$62,500.00. Some of this has now been spent on the aforementioned Reverse Osmosis water filter system, which had a total cost of about \$10,700.00.

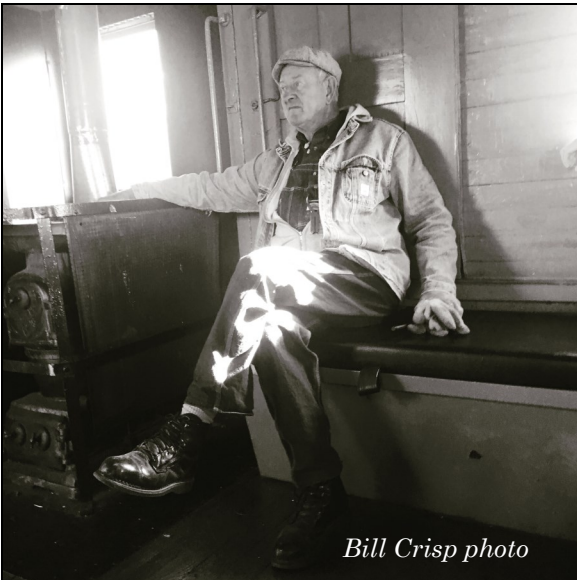
Kent McClure
CMO



THE
CREW
BOARD

John Crawford

“From A Railroad.....To a Railroad”



Bill Crisp photo

A native of Petersburg, his interest in trains was developed as he watched Chicago & Illinois Midland steam locomotives triple their train on Petersburg Hill to reach Hill Top Siding when he was in first grade. From his third-grade classroom window he would witness the transition from steam to green diesels.

When he finished his military service, he applied to the Illinois Central Railroad for employment and in August 27, 1968, was hired as a brakeman. His first student trip, (student trips were non-paid) a local, from Clinton to East St. Louis, was with a five-man crew (engineer, fireman, conductor and rear and head brakeman) with a combined seniority of 148 years. His student trips were from Clinton to Farmersville Mine and Clinton to Havana. His first paid trip was Clinton to Farmersville.

On January 29, 1972, John was promoted to conductor and his first train as conductor was on local train DC-2: Clinton to Champaign to Decatur and return to Clinton:16-hours. On this trip, his engineer had seniority dating back to 1922! He would work various jobs, such as the Pana Local (Clinton to Pana), the Lincoln Switcher (Clinton to west of Lincoln), the Farmersville Turn, and manifest trains Clinton to East St. Louis.

September 13, 1985, would be the last time he worked the Decatur line, which took over eight hours to travel from Clinton to White Heath, then to Monticello and return, because the track was in such poor condition. At Monticello they picked up the N&W engine (Wabash 1189) and a passenger car and boxcar at the N&W connection track and took it to the area of museum, where the equipment was left standing on the ICG main. The ICG main was then unbolted and pulled over to line up with the museum's connection track. The museum's locomotive would then pull the equipment onto the museum property and the ICG main track restored.

After completing 38 years of service, John would retire on November 30, 2006. A true railroader really never retires, and with this John became a volunteer at the Monticello Railway Museum in 2007, He has used his skills to assist the younger generation to learn the art of railroading and has contributed several hours of service to museum in train service of being a *railroad* conductor!



THE CAR SHOPS By Dennis Slone



Top Lounge entrance after sandblasting. **Right:** End platform of caboose. **Above Right:** Wabash coach exterior is being sandblasted. **Above:** Coach with primer paint applied.

The CB&Q 14042 caboose has had both end platforms rebuilt with new wood and new steel. The end railings, grab irons, brake wheel and locking mechanism have all been sandblasted and primed and re-installed with both cut levers are also back on the car. The next phase of the restoration will probably be removing the copula from the roof and starting roof repair and squaring up the side walls. The interior paint has been removed and the walls of the restroom/lounge's have been primed in preparation for the finish coat of paint. The lower section of the interior side walls has been removed because of rust and deterioration.

(L C L *)

LESS THAN CARLOAD**THE DINNER TRAIN SERIES**

The Monticello Railway Museum has added a series of dinner trains which have proven to be quite successful. What started as a simple Donut Train has expanded to a full course dining pleasure with the “Roaring 20’s” Dinner Train and the Taste of New Orleans Dinner Train, with all trains being sold out!

This year new trains have been added and you can travel in style dining in either IC Business Car No 7 or an IC Dining car! These meals are prepared by the excellent staff of *Holly’s Country Kitchen* of Monticello. To view additional details, pricing, and to make **required reservations**, please go on-line to Monticello Railway Museum/Events.

THE DONUT TRAIN**JULY 16th AUGUST 13th SEPTEMBER 3d**

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 during this event that will be popular with the whole family

THE BARBECUE TRAIN**JULY 30th**

Ride in style as you enjoy one of the following entrée options: Brisket or Pulled Pork. Each entrée will be accompanied by Smoked Mac and Cheese, Coleslaw, Cornbread and your choice of Homemade Pie! Beverages available will be Sweet and Unsweet Tea, Lemonade and Water

THE TASTE OF ITALY DINNER TRAIN**AUGUST 27th**

Enjoy delicious Italian specialties as you ride in style with one of the following entree options; Chicken Parmesan, Pasta Primavera, Lasagna, Shrimp Alfredo, or Chicken Alfredo. Each entrée will be accompanied with Garlic Bread, Caesar Salad, Toasted Point bread and Cheesecake! Beverages available will be Sweet and Unsweet Tea, Lemonade and Water.

FALL SUNSET DINNER TRAIN**OCTOBER 1ST**

Ride in style as you enjoy a delicious three-course dinner and enjoy the fall scenery of Central Illinois. Enjoy one of the following entrée options; Filet Medallions (gluten free), Pecan Chicken, or Primavera Pasta. Other menu items will include Zuppa Toscano Soup, Green Beans, Smashed Potatoes, Dinner Rolls, and your choice of homemade apple or cherry pie for dessert! Beverages available onboard will include Tea (sweet or unsweet), Honey tea, Lemonade, and Water.

*Dylan Cantrell photo*



Above: The E-8 No. 4044 is nearing completion of restoration and will be painted in IC colors. **Right:** Alco FPA4 #6789 is having cosmetic body work done. **Below Left:** Travis Atchison is rolling the flues in the front of the 401. **Below Center:** Work continues on the restoration work of the interior of coach Wabash 1238. **Below Right:** Kent McClure is in the process of wiping down the 401 tender in preparation for painting and re-lettering.



Kent McClure photo



TURNTABLE OVERHAUL

Work has begun on the restoration work of the turntable. The motor and gears that move the table have been removed to permit work on the frame. The restoration will involved a time-consuming amount of work to repair and restore the table to an operating condition.



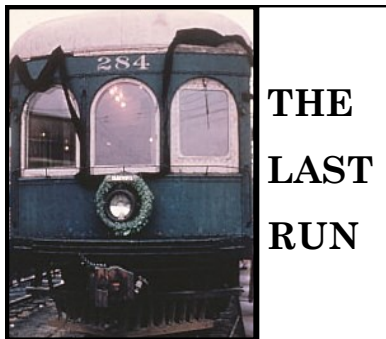
NEW CROSSING IN WHITE HEATH

Meridian Street in White Heath is the recent project for improvement with the installation of rubber flangeway and asphalt in between. The wye track is in the process of being upgraded with new ties for possible use of future train operation and car storage.



THROTTLE TIME A SUCCESS

Interest in operating a locomotive with attached train has grown in popularity that every Saturday and Sunday through till September is booked for this opportunity to become an “Engineer For A



DONALD J. HEIMBURGER
APRIL 24, 1947 - JUNE 10, 2022



Donald James Heimburger, was born in Urbana, Illinois, and was an early supporter of the Monticello Railway Museum. When he was a cub reporter for the Champaign-Urbana News-Gazette, and the museum received a contribution, it would appear in the News-Gazette. After graduating from the University of Illinois with a Journalism degree from the University of Illinois at Champaign-Urbana in 1969, he would be employed with the Illinois Central Railroad's public relations department at 11th Place, Chicago. In 1979, Don purchased his hometown



Above: Dick Stair (left) and Don are polishing the ends of flues for No. 1 boiler. Ted Lemen photo

newspaper in Tolono, Illinois, all the while continuing to nurture his initial publication, the S Gaugian, for S-gauge train enthusiasts. Eventually he decided to start his own publishing company called Heimburger House Publishing Company as well as a model railroad product company called Scenery Unlimited, both of which he ran with his faithful wife, Marilyn, until retirement in 2019. He published more than 50 different model and prototype railroad books, a second magazine called Sn3 Modeler, and worked with 75 major book publishing companies that published prototype railroad and kids' railroad books, which his company sold to individuals, major hobby stores, and railroad museums in the US and foreign countries. Don himself authored more than 14 books. Don is survived by his wife Marilyn of 49 years and family.

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!

July 16-17 August: 20-21 September: 17-18 October: 1-2

Donut Train: July 16th, August 13th, September 3d

Fireworks Train: - July: 3d

Barbecue Train - July 30th

Taste of Italy Train - August 27th

Railroad Days: - September: - 17th and 18th

The Polar Express™ : To Be Announced

Lunch with Santa on the Train: To Be Announced