

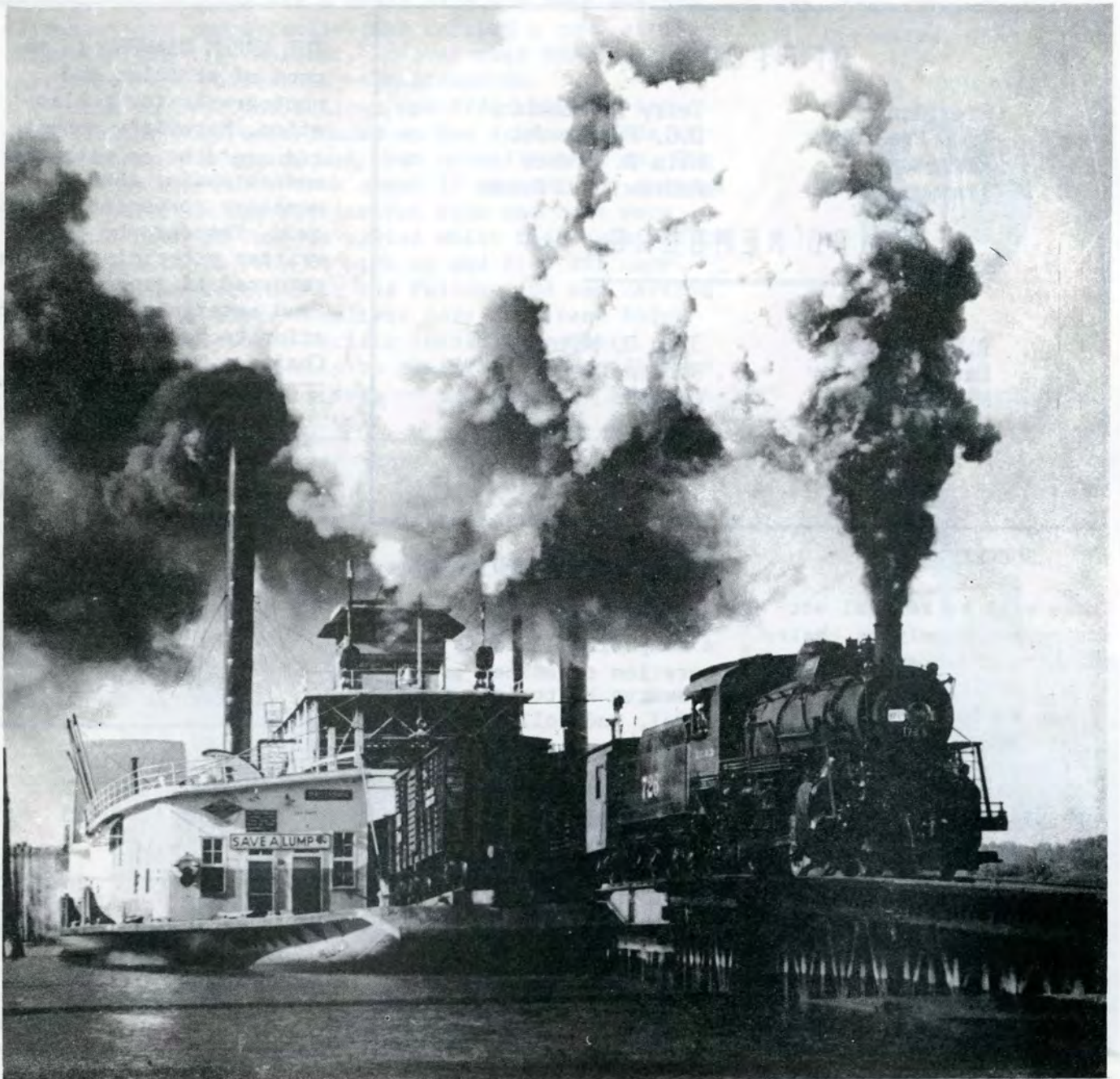
The



Issue #11
\$2.25

GREEN DIAMOND

ILLINOIS CENTRAL HISTORICAL SOCIETY



Illinois Central Historical Society



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THE GREEN DIAMOND is in need of articles and photographs for publication. Materials submitted are done so with the understanding that no monetary compensation is paid. Photographs and written materials will be returned if requested. Send materials for publication to Publications Chairman Tom Grant

Thanks to the following people who contributed photos or information to this issue of the Green Diamond:

D.G. Fraser
David Hayes
Bruce Meyer
R.W. O'Brien
George Rondelli

SOCIETY HELP

There will be several vacancies for committee chairmanships and board of directors positions this year. If you would like to serve the society, attend board meetings, work on a committee, or assist in any way, please send a note to the nominating committee at our ICHS address.

THE GREEN DIAMOND is published by the Illinois Central Historical Society. A Nonprofit Illinois Corporation organized to preserve historical material, and collect data on the former Illinois Central Railroad. Membership in the society is available to anyone interested in the Illinois Central Railroad or it's predecessor lines.

ANNUAL MEETING
PADUCAH KENTUCKY
AUGUST 13, 1983

ILLINOIS CENTRAL
HISTORICAL SOCIETY
556 South Elizabeth
Lombard, IL. 60148

Regular \$7.00
Sustaining \$10.00
Life \$100.00

Publications Chairman
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ON THE COVER

Engine #726, a 2-8-0, was assigned to the Pelican, the last of Illinois Central's ferryboats, which ran from Helena, Arkansas to Trotters Point, Mississippi on the old Memphis Division. Helena was the only city in Arkansas served by the IC, and the Pelican provided the only connection to the rest of the IC system on the east side of the Mississippi river.

The Pelican was built in 1902 at Dubuque Iowa, originally for service at Vicksburg Mississippi. She worked at Vicksburg until 1930 when the Vicksburg bridge was completed. The Pelican was 305 feet long and 91 feet wide. There were two tracks on her deck which would hold 12 cars and engine 726, or 14 cars without the engine. The Pelican had a draft of 6 - 8 feet and had 47 watertight compartments. She carried a crew of 15 under Captain J.A. Burnett. In 1949 over 5000 cars were carried on the Pelican in each direction.

A typical day for the Pelican and #726 began at 4AM when freight cars were loaded on the Arkansas side at Helena where the engine and crew normally tied up. The ride across the river took about 15 minutes and covered about 1 mile. On the Mississippi side the cars were taken off and the Pelican waited while the train ran to Lula, eight miles wway to pick up and drop off cars. The train then returned to the Pelican and was carried back across the river to deliver cars to Helena industries and the Missouri Pacific interchange there. The Albatross, sister ship to the Pelican was sold and rebuilt and can still be seen on the river at St Louis as the pleasure boat Admiral.

CONSIST

3. The Pelican
4. ICHS Items
6. Illinois Central Steam
The Mountains part 2.
- 10-11. 2600 Diagram
15. IC Stations - Paducah
and Princeton Ky.
David Hayes
16. The wreck of 2727,
April 1949, David Hayes
18. 1983 Model Contest
rules.
Interchange Track
19. ICRR Union Band &
Orchestra. 1914



Photo - Collection of
David W. Hayes





NEW ITEM

ICHS T-SHIRTS

Authentic green diamond emblem on a white shirt with green trim on the neck and sleeves. Now available by mail or at the Paducah annual meet. Sizes S. M. L. & XL. in adult sizes only. Price: \$5.00 each. By mail add \$1.50 per order for postage and handling.

Order from:

ICHS % D.G. Fraser Jr.
270 Raye Drive West
Chicago Heights, IL.
60411



NEW ITEM IC HO 2 BAY HOPPER CAR

photo courtesy of ICG RR.

Athearn offset side car custom painted in boxcar red with the Mainline of Mid-America slogan - as used during the fifties. If there is sufficient interest we will run this car again in black with another number. Let us know if you would be interested. The black cars were used prior to about 1949 without the Mainline slogan. Black cars with the Mainline slogan were used in the late fifties and early sixties until the split rail logo replaced the Mainline slogan. Price \$5.00 per car + \$1.25 postage and handling. 5 cars are \$24.00 + \$2.50. 10 cars are \$45.00 + \$4.00 Order from Illinois Central Historical Society, 556 South Elizabeth, Lombard, IL. 60148

DUES INCREASE

I thought you would like to know the reason for the proposed dues increase. You are holding it in your hands right now, The Green Diamond. Since we have started printing four twenty page issues per year, I thought it would be a good idea to figure out what it is going to cost. At the last board meeting I presented a budget for the magazine for 1983 and the bottom line is that with our present membership and dues at \$7.00 per year, we will be spending \$9.00 per member this year to bring you the magazine. I feel that the cost of printing the magazine should not be a liability to the society and that the dues should cover the cost of producing the Green Diamond.

President Terry McMahon asked me to prepare a comparison of other historical societies, what their dues are and what their publications look like compared to ours. I thought you might also like to know the results of this comparison. Based on information in the model railroad magazines I compared ICHS to 34 other active historical societies. Dues ranged from \$5.00 per year to \$21.50 per year. The average cost was \$11.00 per year. There are only three other historical societies whose dues are \$5.00 - \$7.00 per year and none of them provide magazines to their members. They issue quarterly newsletters from 1-10 pages, but not in magazine form. Our \$7.00 dues puts the ICHS in the bottom 12% as far as membership costs.

It would be nice if we could hold down the cost of dues, everyone would like to save a couple of dollars these days. However, I also think that having a good quality magazine is worth the extra couple of dollars a year. The proposed dues increase to \$10.00 per year still puts us below the average of \$11.00 in other historical societies, and some of the more expensive groups do not print magazines. I would like to be able to continue to produce 20 page issues of the Green Diamond and I hope that as we increase our membership we can print a bigger and better magazine. If you approve of the size and quality of our magazine vote in favor of the dues increase to \$10.00 at the annual meeting this August.

Thank you,

Tom Grant

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SO LITTLE TO



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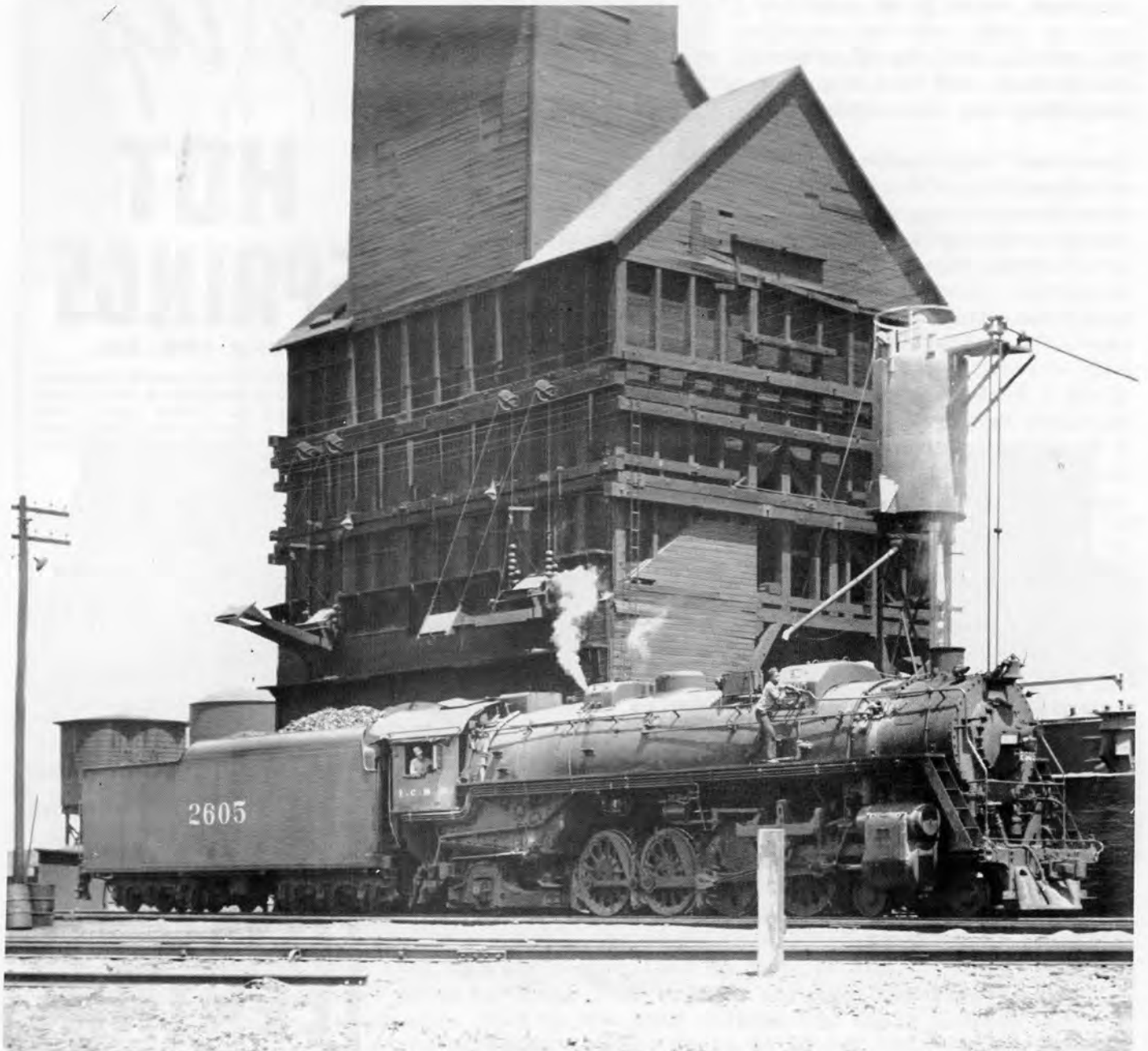
**ILLINOIS
CENTRAL**

ILLINOIS CENTRAL STEAM - THE MOUNTAINS - part 2.

Photos by Bruce Meyer

The twenty 2600 class mountains 2600 - 2619 were built during 1942 and 1943 at the Paducah Shops. The engines were basically copies of the 2500 class mountains with minor improvements. The tenders were much larger than the 2500's. 2600 tenders held 22,000 gallons of water and 26 tons of coal. These larger tenders eliminated the need to use auxiliary tenders with the 2600's. The 2600's were the heaviest mountain type engine ever built.

Our thanks again to Bruce Meyer for providing this fine selection of photos.

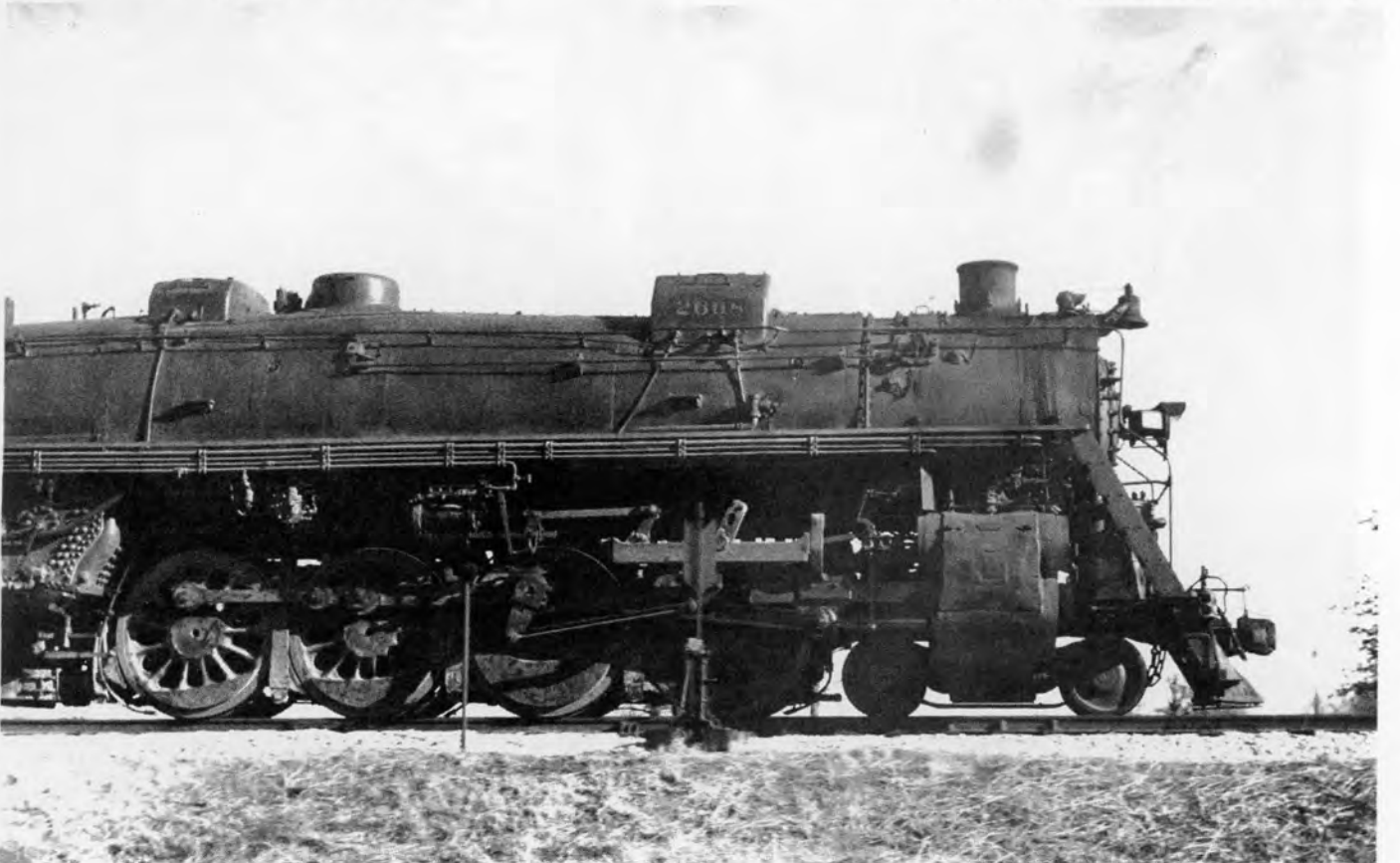


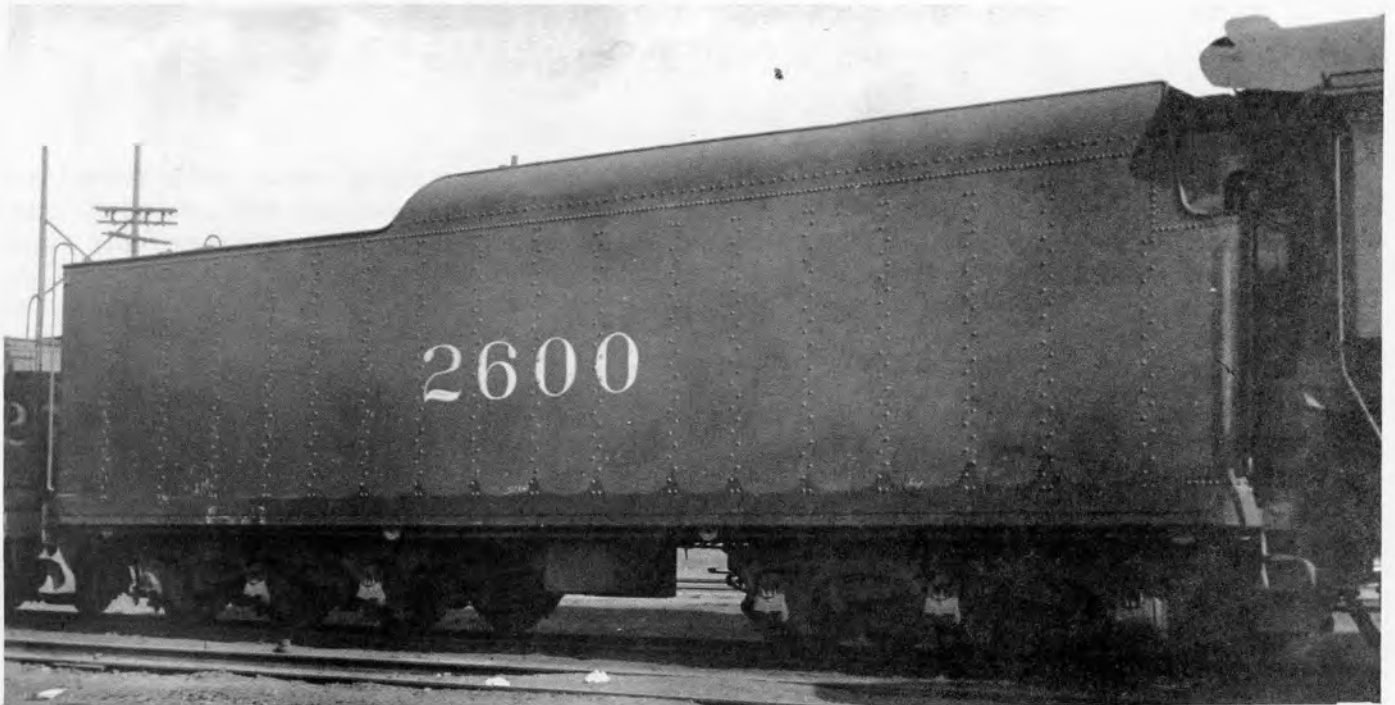
2605 at the Champaign IL. coaling tower 1954



2611 at Champaign IL. 12-55

2608 at Centralia IL. 12-57

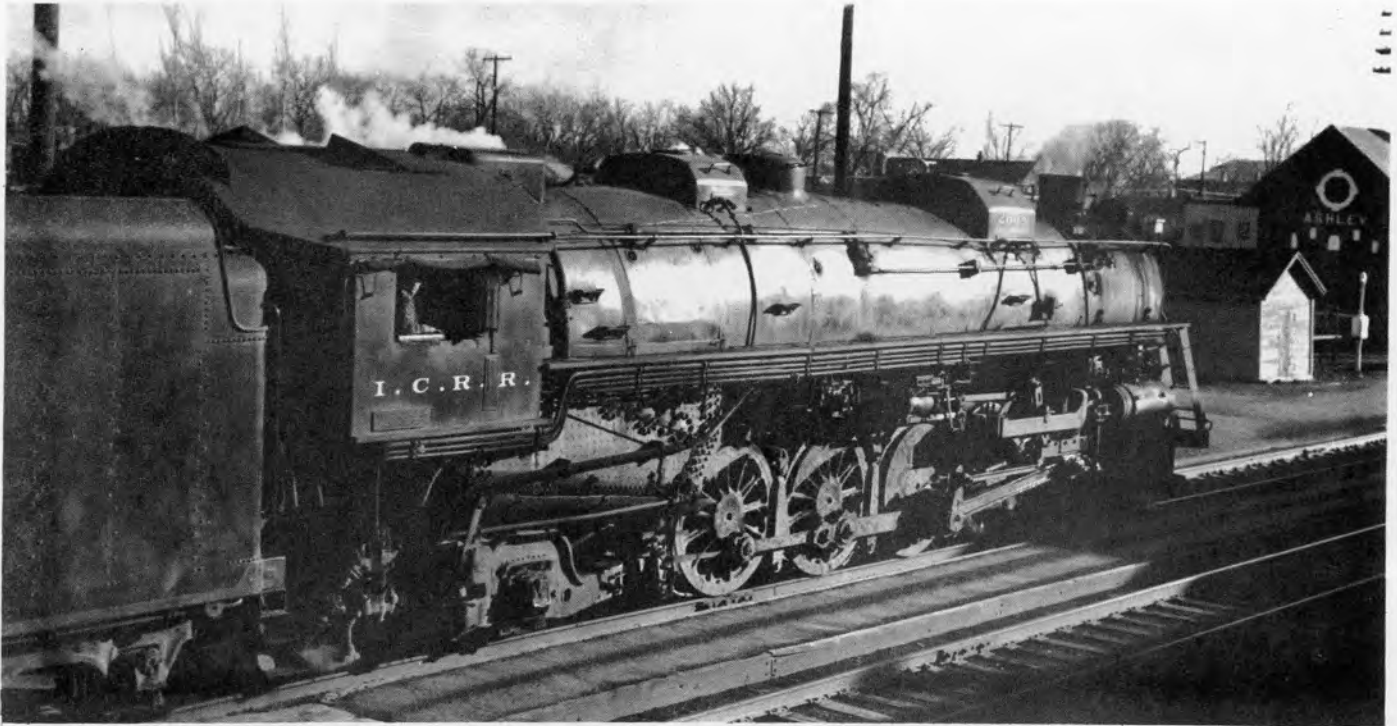




2600 tender at Paducah KY. 2-57

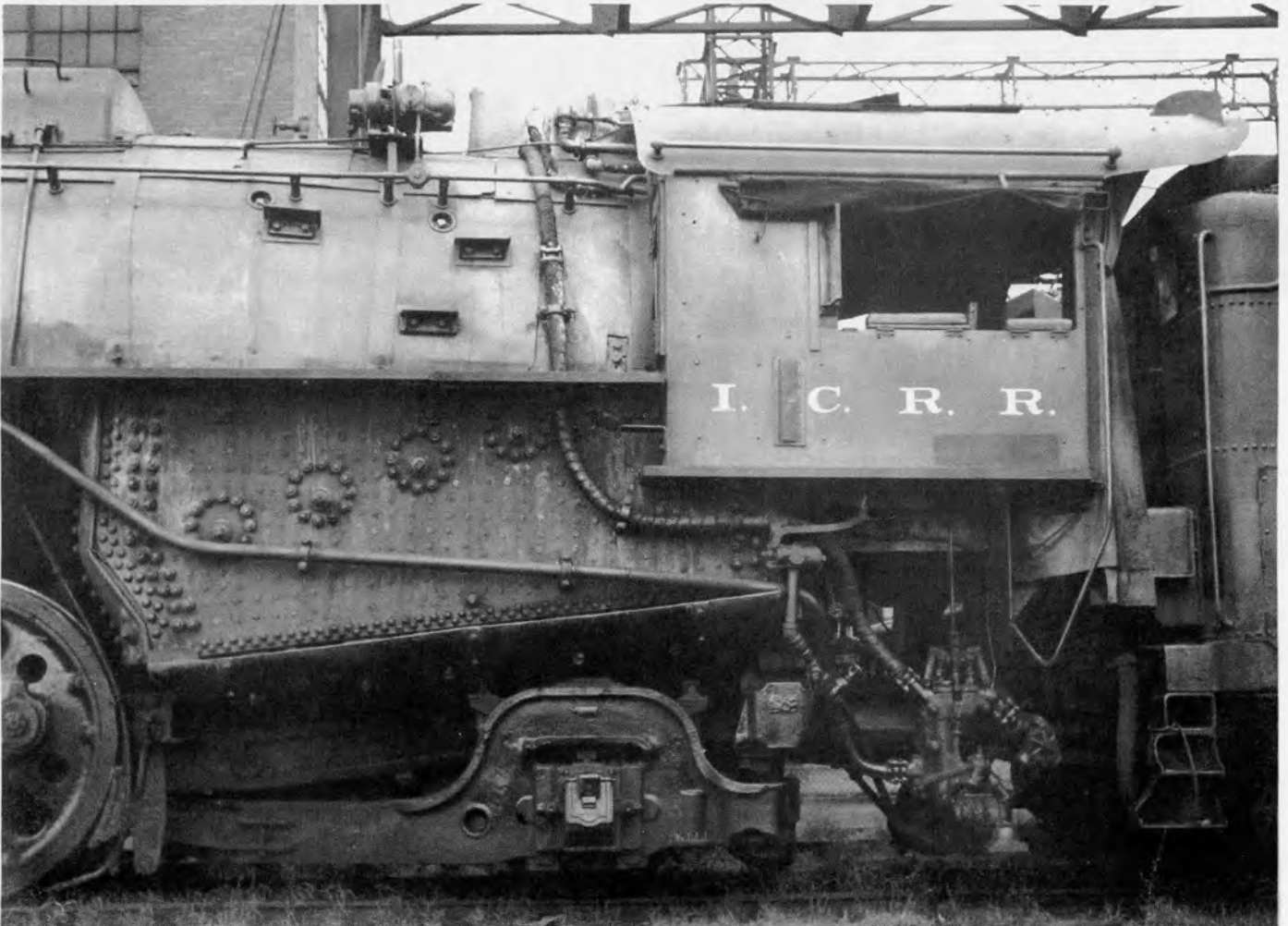
2614 southbound at Irvington IL. 12-58

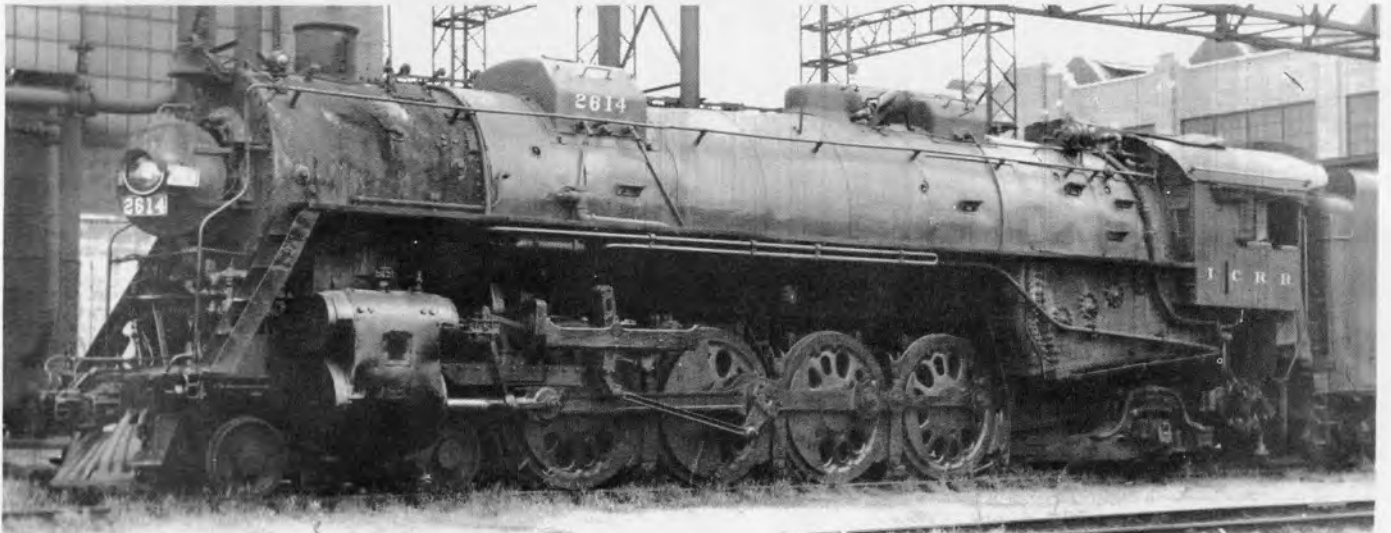




2608 southbound at Ashley IL. 12-57

Cab of 2614 at Paducah KY. 7-57





Bruce Meyer photos

ILLINOIS CENTRAL 260

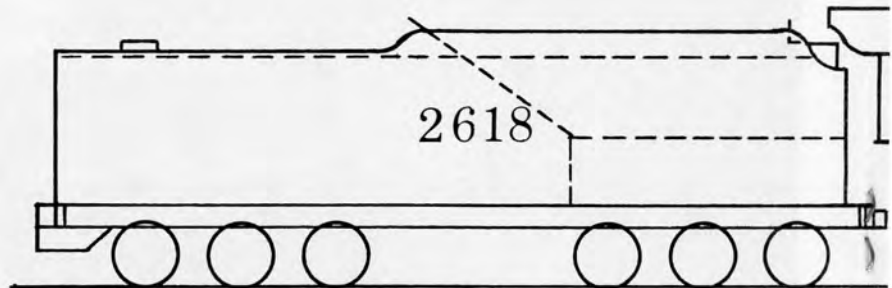
TENDER CAPY WATER 22,000 gal.
 TENDER CAPY COAL 26 TONS
 LT WT TENDER 135,000 lbs.
 LD WT TENDER 370,500 lbs.

LD WT ENG & TENDER 794,500 lbs.
 FACTOR OF ADHESION 3.53

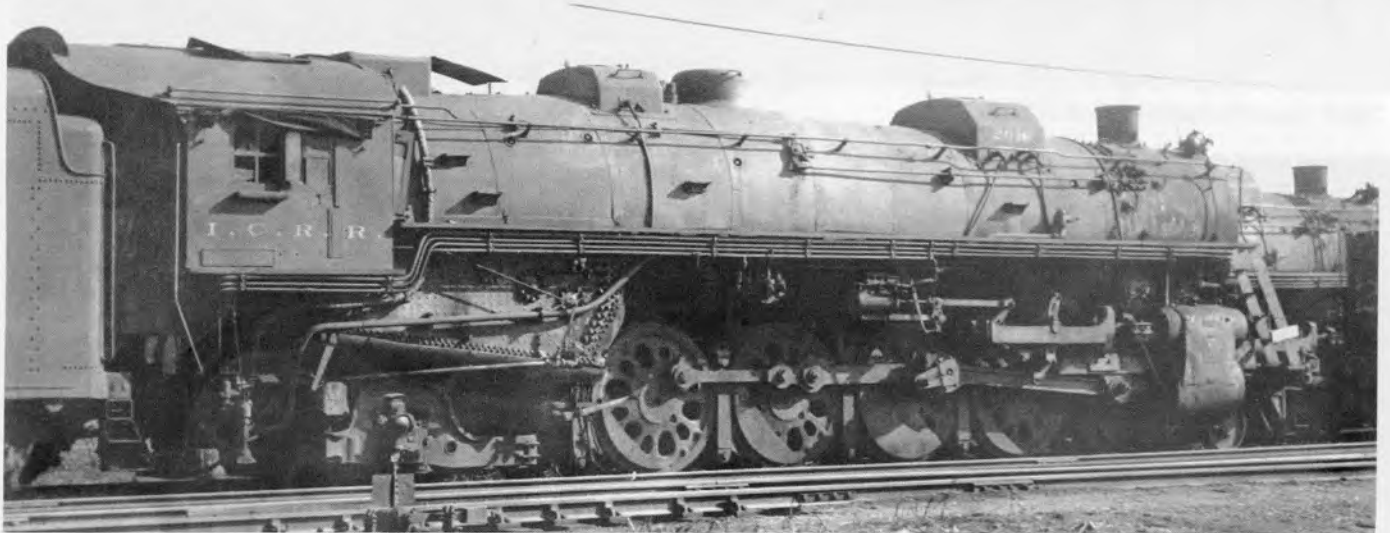
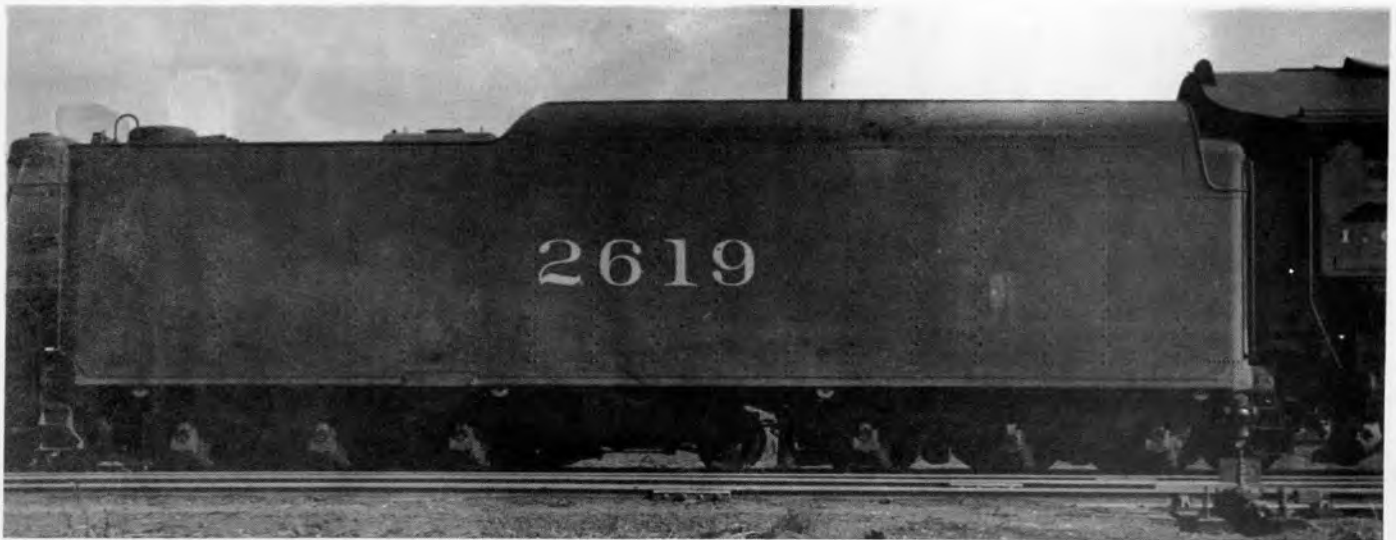
LD WT DRIVERS 293,880 lbs.
 LD WT ENGINE 424,000 lbs.

WATERBOTTOM 2350 gal.

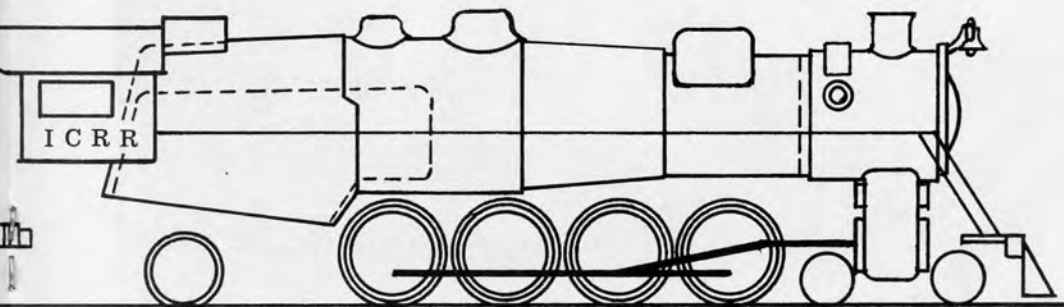
MAXIMUM TRACTIVE EFFORT 83,160 lbs.



JOURNALS-DRIVING, MAIN 13"x14"
 JOURNALS-DRIVING, OTHER 12½"x14"
 JOURNALS-ENGINE TRUCK 7"x12"
 JOURNALS-TRAILER, FRONT 9"x14"
 DESIGNED FOR A 18% CURVE



2600 CLASS MOUNTAINS



SUPERHEATER UNITS
 HEATING SURFACE
 1,619 SQ FT TYPE H.A.
 1,242 SQ FT TYPE A

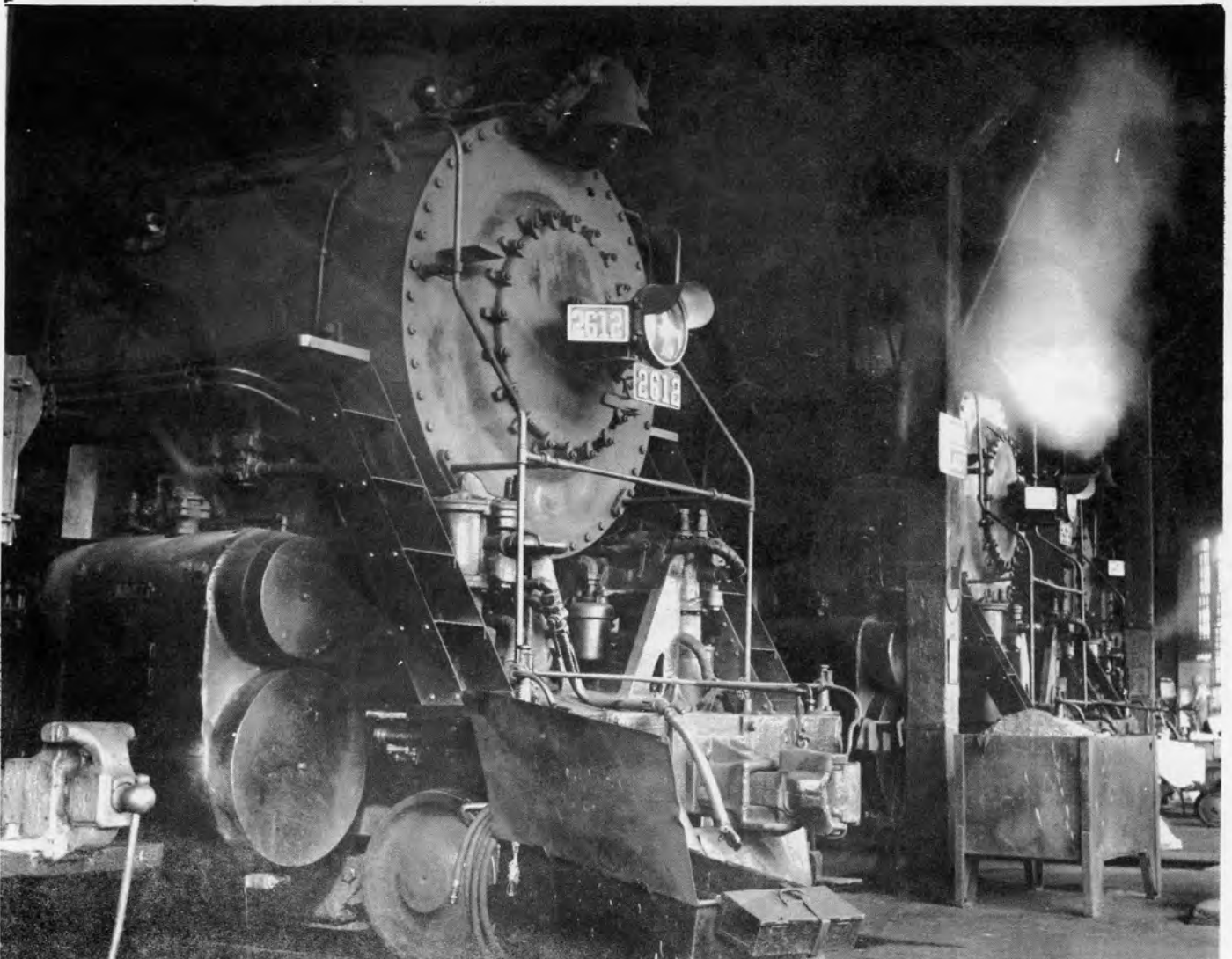
ARCH TUBES	83.0 SQ FT
FIREBOX	383.7 SQ FT
FLUES AND TUBES	4728.0 SQ FT
TOTAL	5194.7 SQ FT
STEAM PRESSURE	275 lbs.

271 TUBES	2½" DIA.
50 Flues	5½" DIA.
GRATE AREA	88.3 SQ FT



2608 southbound 12-57

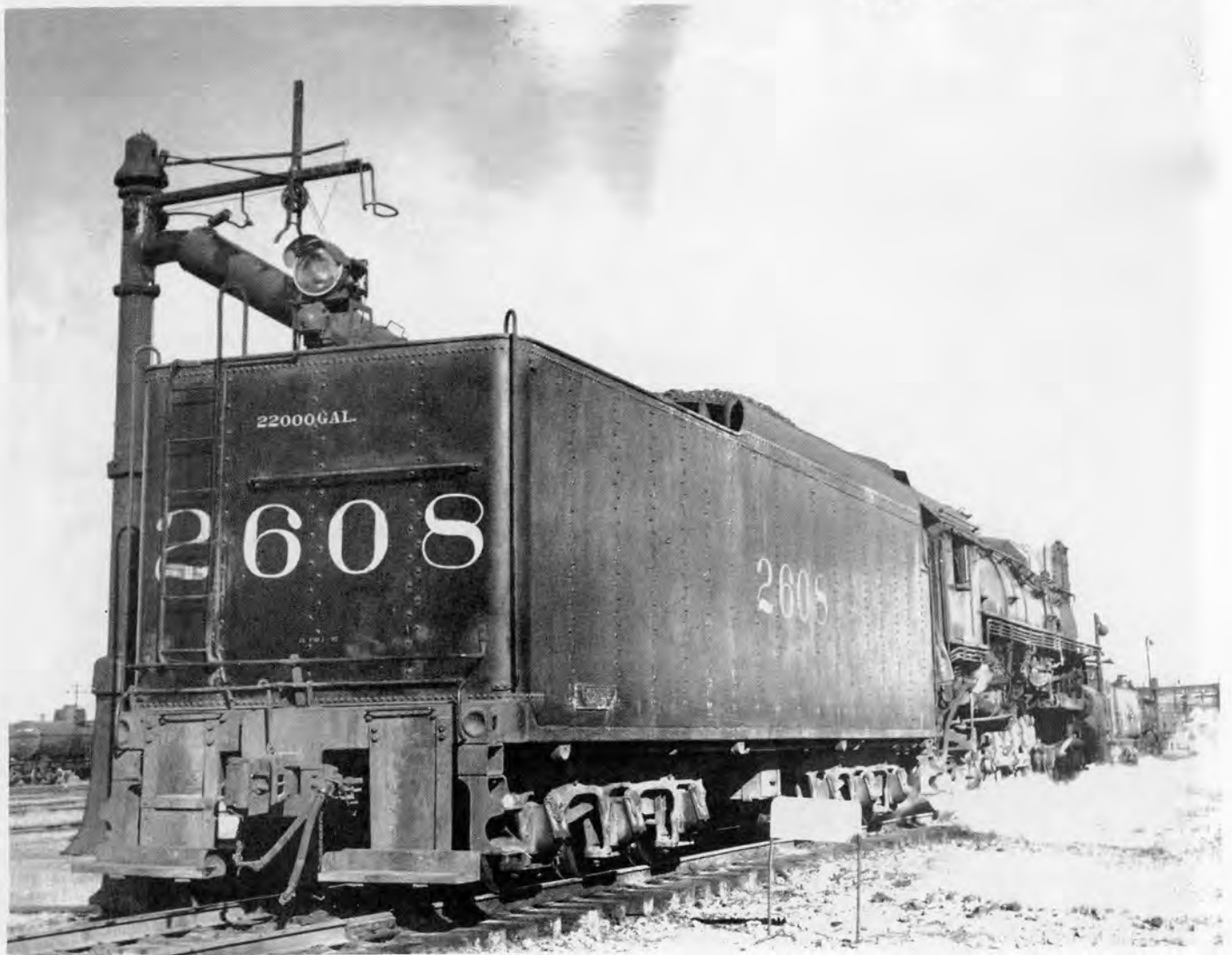
2612 and friends at Paducah 7-57

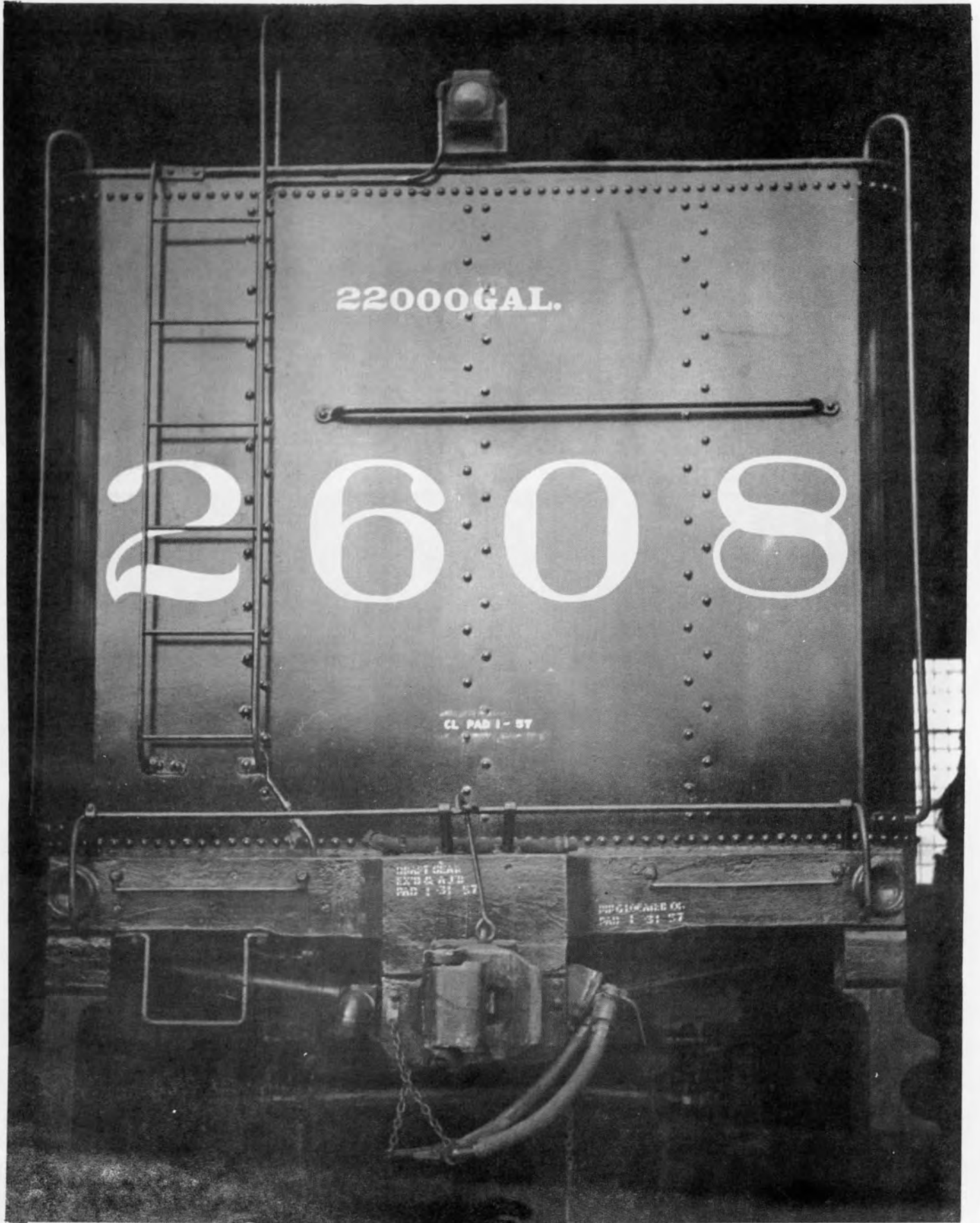




2608 switching L&N interchange at Ashley IL. 12-57

2608 at Centralia 11-57





2608 at Paducah KY. 2-57

IC station at Paducah Kentucky and Princeton Kentucky. The station at Princeton also served the branch line to Henderson northward and Hopkinsville southward, as well as the mainline trains. Both stations have been razed as passenger service came to an end in 1957. David Hayes. photos David Hayes collection



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Style D		\$6.00	"
PAPER WT. MARBLE	ICHS	\$5.00	"
PEN DESK SET	ICHS	\$7.95	"
WATCH FOB	ICHS	\$3.00	"
PATCHES	ICHS	\$1.00	"
MENS CAPS	GR & WH	\$5.00	"
1982 HO BOXCARS		\$5.00	"

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Heights, IL. 60411.

Please include \$1.50 per order for postage and handling.
Individual Patches include \$.25 for postage.

THE WRECK OF ENGINE #2727 IN LEITCHFIELD, KENTUCKY

On April 26, 1949, a northbound (Louisville bound) freight pulled by Engine #2727 derailed after hitting the north end switch for the passing track at Leitchfield which is located 72 miles south of Louisville on the main line of the Kentucky Division of the Illinois Central Railroad.

Following is an account of this derailment which appeared in the local newspaper, the Leitchfield Gazette Vol. 69 No. 17 dated April 28, 1949.

An engine, the tender and 16 cars of a northbound freight train left the I.C. R.R. tracks here at 1:30 Tuesday afternoon when for some unknown reason the engine was thrown from the rails and slid down an embankment.

A.O. Payne, brakeman, riding in the cab, suffered injury when his foot was caught in the wreckage. An acetylene torch was used to cut the foot loose. Paul Hack doing the work.

G.C. Williams, engineer, received a knot on his head and a left hand hurt. George L. Brack, fireman, escaped with minor hurts.

The wreck, which tore up about 250 feet of track was witnessed by O.H. Zimmerman, trainmaster, and B.M. Meyers, traveling engineer, who were nearby making a test observation of train operation by crewmen.

"Foul Play," was the terse remark of Mr. Zimmerman, when asked the cause of the mishap. He had gathered up and wrapped in brown paper large splinters of a tie. The opinion was expressed that some kind of an object between the rails or on a rail had caused the derailment of the engine which had rounded the curve north of the American Legion Field and was headed out on a straightway. The train had not stopped here.

Nine carloads of coal were scattered over the right-of-way, while two refrigerator cars, two empty gondolas and two empty boxcars were in the smashup. Several of the metal coal cars were crushed completely out of shape. The engine had slipped down the side of the fill and was leaning up against the embankment.

A hobo riding in an empty boxcar about the middle of the train said he knew something had happened when he saw the telegraph wires along the right of way began to dance as the engine hit the poles at the foot of the fill.

Workmen had the track open and ready for service at 4:30 Wednesday morning after working all night. However, they were still faced with the job of clearing away the wreckage of the cars and lifting the large engine back to the tracks from the bottom of the 25 foot fill.

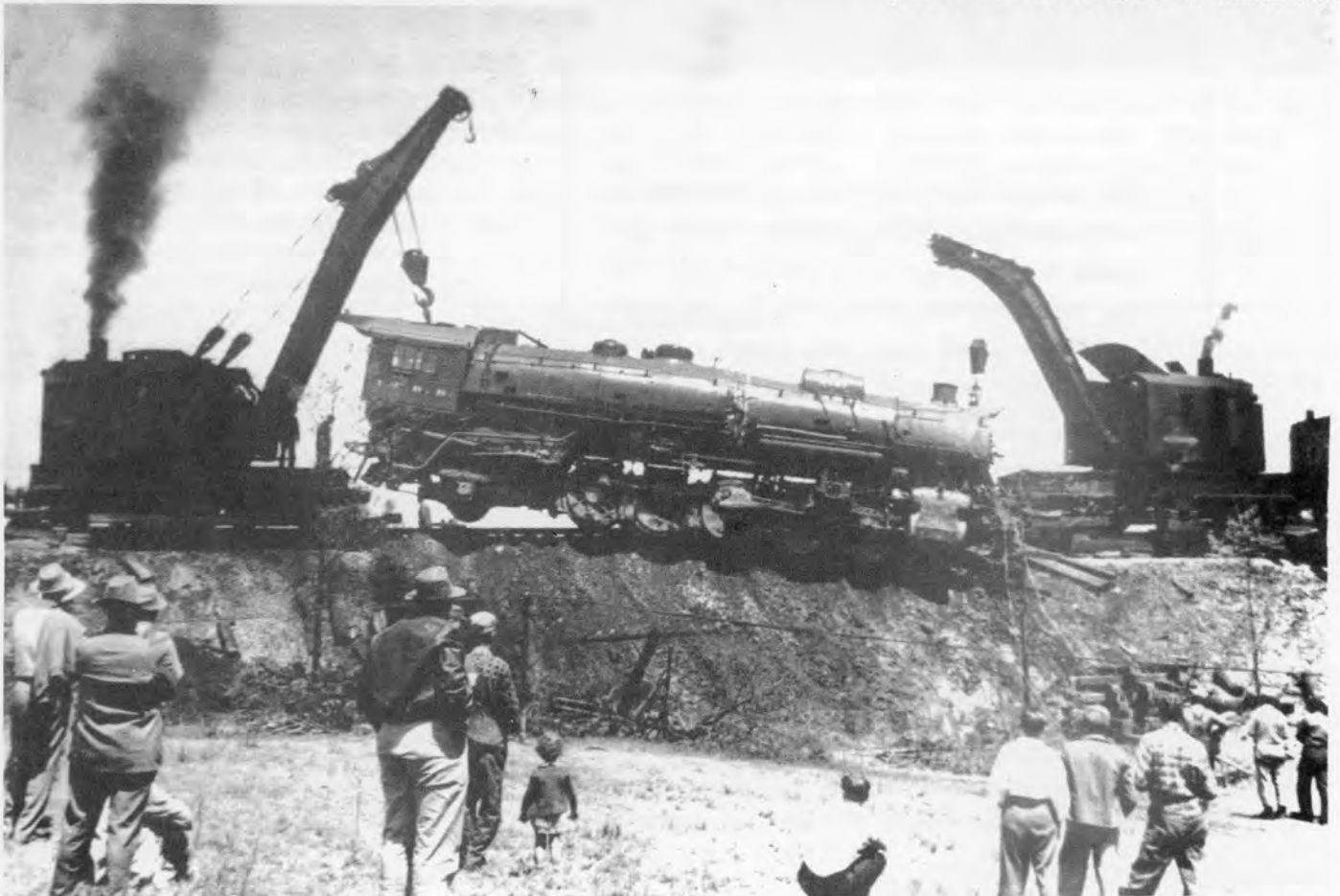
It was later learned that the derailment was caused by a wooden block which had been placed on a rail by an unknown person. The block of wood was used in the past as a chock to be placed under the wheels of cars and handcars temporarily on a grade. The block of wood caused the tracks to slip off the rails and when they hit the north end switch this resulted in the derailment.

It wasn't until Monday, May 9, that the huge 2700 class engine was lifted and placed back on rails. Two derricks were used and piling had to be driven to give support to the derricks and enable them to lift the engine. The engine was taken from Leitchfield on Tuesday morning, May 10.

Repairs were made and the engine continued to operate on the Kentucky Division. It was scrapped on November 30, 1960.



photos David Hayes collection



1983 Model Contest Rules

1. Contest open to all paid members of ICHS.
2. Member must be present at the contest.
3. Models must be of IC, predecessor or subsidiary prototype railroads.
4. There is no entry fee.
5. Multiple entries are permitted.
6. Models may be kit built, scratchbuilt, or modified ready to run kits. Unmodified Athearn type kits and unmodified brass models cannot be entered.
7. Judging will be by vote of members present.
8. There must be a minimum of 2 entries per category before an Award will be given in that category.
9. No winning model from previous years can be entered.
10. Awards: Best of Show, Best O scale Locomotive, Best HO steam loco, Best HO diesel, HO freight cars, HO cabooses, Best N scale model, Best Misc. Entry.
11. Contest will be held August 13, 1983 at the annual meeting of the ICHS at Paducah KY.
12. All entries must be in by 9:45 am Sat. August 13, 1983

The Illinois Central Historical Society will not be responsible for loss or damage to any model entered in the contest.

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INTERCHANGE TRACK

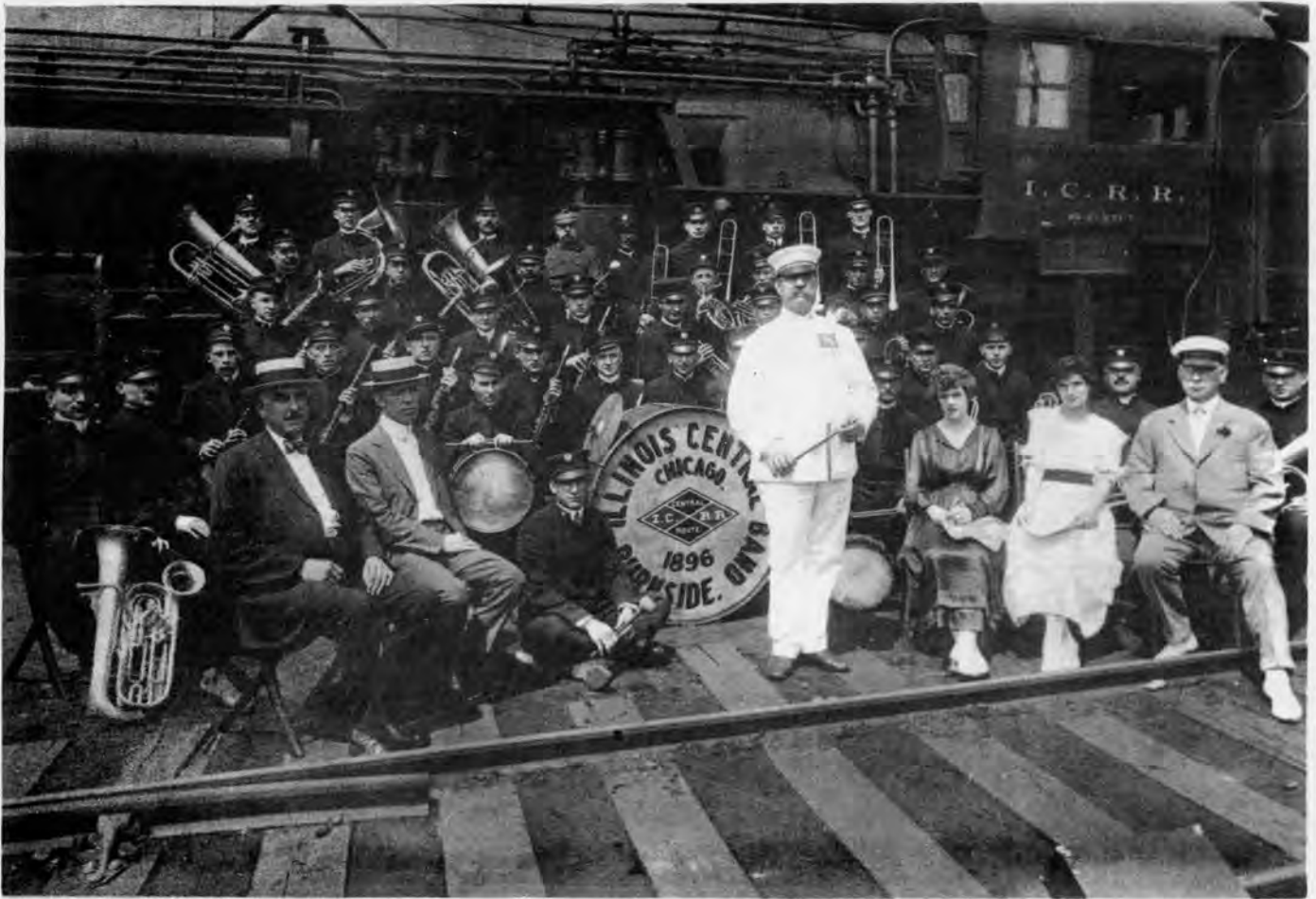
Want Ads- free to members
For Sale Ads - \$3.00 for
1st 15 words - additional
words 10¢ each.
Commercial For Sale - \$5.00
for 1st 15 words - additional
words 10¢ each. 1/9
page \$7.50 - 1/4 page \$20.
Copy should be clearly printed or typed. We reserve the right to edit copy and the right to refuse ads. Send your copy with check or money order payable to Illinois Central Historical Society.

Member Fred Ash is looking for photos and information on IC steam driven pile drivers. Also photos from the Waterloo RR. 6642 N. Newgard, Chicago, IL. 60626

Member B.G. Miller has the following items for sale preferably as a unit. IC photos, tools, parts, forms, Uniform, and many items. Box 664, Fond du Lac, WI. 54935. ph. 414-921-1596.

Member Donald Lessley would like information on IC/ICG Division Patches, Safety Patches... Does anyone have a list of all available patches, or patches to trade or sell? 100 Highland Circle, Paducah, KY. 42001.

RERAIL - A Report on Railroads in Louisiana is published by Michael Palmieri Route 6, Box 545, Mandeville, Louisiana, 70448. RERAIL is the journal of Contemporary and Historical Louisiana Railroad. It is a newsletter type format. A twelve issue subscription is \$9.00 from the above address.



This picture shows the Illinois Central Railroad Union Band and Orchestra, which was the only band of it's kind in Chicago in 1914 when this picture was made. The band was organized in 1896 primarily of IC employees at the Burnside shops. The first performance by the band was in the inauguration parade for President McKinley at Canton Ohio. The band played regularly at state fairs, picnics, and park concerts. The director of the band was G. F. Fraser.

Photo D.G. Fraser collection

Paducah Builds Locomotives

(March, 1943)—A locomotive building program that will have added 20 huge freight engines to the Illinois Central fleet before the end of the year is now in full swing at Paducah Shop. The new series, the 2600-class Mountain type, was designed and is being built by this railroad's own forces. Locomotive No. 2600, first of the new series, was put in service November 24, 1942.—R. R. ROYAL, Shop Superintendent, Paducah, Ky.

Recall Men at Paducah

(August, 1909)—The recent order to put 250 men to work at Paducah Shop is bringing back some old familiar faces and some new ones. The move convinces employes on the Louisville Division that railway officials are anticipating an increase in business.

Cairo Bridge Modernized

(June, 1952)—A three-year, six-and-a-half million dollar bridge modernization project was completed on the railroad's high bridge over the Ohio River at Cairo, Ill. Considered one of the most unusual bridge modernization jobs in railroad history, entire spans of the great bridge were entirely replaced with very little interruption to the railroad's heavy traffic over the bridge.

FOR SALE - PHOTOS

Member Gerald Carson has an extensive collection of STEAM and DIESEL Era IC equipment. send for list. Gerald Carson, 10065 Mountain Rd. Chipita Park, CO. 80809

Back Cover - 2613 north-bound at Dongola IL. 3-59 Bruce Meyer photo.

HOBBYSHOP HELP

If your local hobbyshop proprietor would like to help us by selling the Green Diamond have him drop us a postcard and we will send him a complimentary copy of the magazine and ordering information.

