

The



Issue #13

\$2.25

GREEN DIAMOND

ILLINOIS CENTRAL HISTORICAL SOCIETY



Illinois Central Historical Society



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COVER: IC Centralia Shop
painters apply stenciling
to brand-new IC 65000 under
a picture-perfect sky.
(Photo from ICG.)

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

G.V. Carson
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ICGRR
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Doug Watson

EDITOR

TOM GRANT
22539 ARQUILLA DRIVE
RICHTON PARK IL 60471

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its predecessor lines.

DUES

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

ILLINOIS CENTRAL
HISTORICAL SOCIETY
556 SOUTH ELIZABETH
LOMBARD IL 60148

Where's The Magazine?

Well... Here's number 13. Thirteen has never been particularly bad luck for me, but this number 13 has taken longer than usual to reach you. You may have noticed a different look that the GREEN DIAMOND has taken on with this issue.

First, we have had this issue printed by a new printer on glossy stock paper and hopefully with an overall quality improvement. I'll let you be the judge though. It does cost a little more to print the magazine this way. Let us know if you think it is an improvement.

Secondly, I have switched to using a computer and word processor to do the typesetting for the magazine. This changes the way the text looks in the columns. It has taken me awhile to learn the computer language stuff necessary to make the thing work though, so it took me a few extra weeks for that. Sorry for the delay, I hope the improved quality of the magazine makes it worthwhile.

SHORE LINE INTERURBAN HISTORICAL SOCIETY

This new historical society has recently been formed which may be of interest to some of our members. It covers the "North Shore", (CNS&MRR), the "South Shore" (CSS&SB), and the "Roarin Elgin", (CA&E) lines. Membership information is available from:

Shore Line Interurban
Historical Society
P.O. Box 346
Chicago, IL 60690

PASSENGER SERVICE
CHICAGO TERMINAL
Mr. H. S. Symon
Superintendent Passenger
Service
November 1, 1943

(The following are excerpts from a presentation to the Illinois Central Supervisors Club. Ed.)

There are sixty daily passenger trains in and out of Central Station, with many of these trains running in sections and under present conditions numerous additional troop trains. The making up of these trains calls for constant supervision and intelligence and skill on the part of the engine foreman and crews doing the work. Cars are different and the difference is not always apparent from the outside, so that an engine foreman must be familiar with the different types of cars that go into a train, which cars require turning, etc. The Panama Limited, Green Diamond, and City of Miami of the Illinois Central; the Mercury of the Michigan Central and the James Whitcomb Riley of the Big Four, are turned intact, while numerous cars of other trains have to be switched out of trains and turned, and cut back into the trains where they belong, and this work must be done so as to give the Mechanical Department time to clean and service the cars, and at the same time the Pullman Company must have time to do their work of inside cleaning, supplying linen, etc., and the Dining Car

Departments must equip and supply the dining cars. So far as possible the Pullman Company names the cars which go into the different trains well in advance, but under wartime conditions it is frequently necessary to turn cars on short notice and the Yard Masters and Engine Foremen must then know the types of cars they are handling so that they apply a type of car of the same type that is diagrammed by the Passenger Department. It is quite a catastrophe, for instance, when a twelve and room car shows up in a train where compartment or bedroom space has been sold. In the event of a special train coming in for delivery to another road an engine must be available to handle it without delays, as they all have a definite schedule to maintain. Likewise trains coming from other roads for movement outbound from Central Station must be iced, watered and serviced before departure. In general the rule in Chicago territory is that the delivering line must deliver the train or cars properly made up and pointed for departure on the receiving line while the receiving line ices, waters and services the train or cars.



RAILROAD RESEARCH

by Doug Watson C-169

So you want to find out more about the I.C. branch line that ran through your old hometown.

Well, good luck.

Over the past ten or fifteen years my winter project has been digging up information and photographs on the Illinois Central's Dodgeville District. This short, 65.6 miles of line ran from Freeport, Illinois — thru my hometown of Argyle, Wis. — north to Dodgeville, Wisconsin during the period of 1888 until its contribution to the war effort in 1942. So far I have accumulated mounds of typewritten sheets, file folders of photocopies and newspaper clippings, and over a hundred photographs to show for my efforts.

My aspirations being to have a book in print by the time the centennial year (1988) of the line comes around.

This article will provide would-be historians with some guidelines and helpful hints on where to begin their task. And believe me, it is a task. During the period of time the project lasts you will get frustrated, upset, disappointed, discouraged and probably even give serious consideration to scrapping the entire project. However, for those with the perseverance of double-headed Moguls attempting to push a plow thru a snow filled cut on the Dodgeville line, the results are most rewarding.

HERE'S WHERE TO BEGIN

LOCAL TOWNSPEOPLE: If you're fortunate enough to still be living in the old hometown — instead of 150

miles away as I do — you're running with a white flag. There has to be a person you know that either knows something about the "train", or knows someone who does — provided of course it didn't cease to exist too many years ago. This, "I know someone", is a mushrooming affect and soon you'll have a list of individuals to talk to. One thing I can't overemphasize, and that is be sure to follow up on all leads, as you never know when an interesting story will turn up. A number of years ago I received a letter from a gentleman saying that his father-in-law had been the last engineer to run on the Dodgeville line and that I was welcome to pay them a visit. He mentioned that while his father-in-law's mind was still sharp, he was in his nineties and could possibly pass away at anytime. For one inexcusable reason or another I never took the time and effort to pay him that visit, and he did indeed pass away. Here was unquestionably the opportunity of a lifetime to gather information direct from the (iron) horses mouth and I let it slip away from me. Never again will I make that mistake should it present itself to me. Most of the senior citizens enjoy reminiscing about the old days, but be careful, their memories aren't always 100% accurate. Many times they'll even share their photographs with you.

NEWSPAPERS: These are a great contemporary source of information which allows the researcher to follow the

railroads progress from the initial planning and construction period to its abandonment . . . if that was the case. You'll soon discover that the newspapers from the first few years of the railroad's operation are filled with information, (The Argyle Atlas devoted a column specifically to the railroad), but as the years passed the novelty wore off and it becomes necessary for the reader to scrutinize each issue to find the smallest tidbit about the line. Most newspapers offices have bound editions of their publications on file and will be more than glad to assist you in your research. Also, many libraries have bound volumes of newspapers.

MICROFILM: Often local newspapers are not available. If this should be the case your local library has the means to borrow microfilm copies of the newspapers. Microfilm is a more convenient, and cleaner, method than looking thru binder after binder of dusty old newspapers. Most of the larger libraries have microfilm viewers for use by their patrons.

RAILROAD COMMISSION REPORTS: Contained in these reports are statistics about the railroad's operations for a given year. Such information as the then current officers, operating expenses, construction during the year, livestock and grain shipments . . . an endless profusion of interesting, unimportant and sometimes confusing data. In Wisconsin, prior to 1931, this information is found in the Railway Commission Reports; 1931 and later in the Public Service Commission Reports. Reports were issued in Illinois by the Railroad and Warehouse Commission Reports (1871-1913), Public Utilities Commission (1913-1916), Division of Public Utilities (1917-1919), Commerce Commission of Trade and Commerce (1919-1933) and the Commerce Commission (1933 to date). Similar commissions and their reports undoubtedly exist for other states.

One of the problems you'll encounter searching thru the Commission Reports is that the Illinois Central does not differentiate between their branch lines, but rather consolidates all the information under the Illinois Central System. For example, I found it impossible to segregate the Freeport to Dodgeville line from the Chicago, Madison and Northern.

Wisconsin reports are well indexed and information is easily located . . . the same cannot be said for Illinois. Certain years of Illinois reports contain a nice selection of photographs covering such subjects as locomotives, depots and bridges.

ANNUAL REPORTS BY RAILROAD: These were the original reports submitted to the State Railroad Commission, and should be available in the archives section of your State Historical Society. Most of the information from these reports was condensed, evaluated and then printed in the Railway Commission reports. Occasionally however, there can be found interesting notes and tidbits of information that weren't important enough to be printed.

PUBLIC TIMETABLES: Most railfans are familiar with these folders which list the station to station passenger train movements.

EMPLOYEE'S TIMETABLES: These not only list the passenger train movements, but also the freight schedule and train numbers. Also noted are special instructions and information for the operating personnel such as operating etiquette. For example, "Second and inferior class trains must run carefully through the yard limits at Freeport, Madison, and Dodgeville." Also listed are the location of the water tanks, coal stations and business tracks not shown as stations on the public timetable. Given are the locomotive ratings by class and direction, over the principal grades to be found on the division.

LOCOMOTIVE ROSTERS: In the spring of 1979, the Railway and Locomotive Historical Society issued a bulletin which listed the Illinois Central predecessor lines and a comprehensive listing of all locomotives used on the I.C. system. You can trace a locomotive from its birth, thru renumbering, to the inevitable scrap heap.

CONSTRUCTION RECORDS: Nosing thru the dusty and musty files in the county clerks office of my home county courthouse I uncovered engineering plans for all the station grounds within the county. Other counties might possibly have similar records safely stored away.

COMPANY PUBLICATIONS: A large number of railroad companies publish, or published a house organ for their employees, ICG is a good example. I don't know when Illinois Central began publishing theirs but occasionally interesting facts, such as a listing of depot agents, can be uncovered by reading thru them.

INTERSTATE COMMERCE COMMISSION REPORTS: Whenever a railroad operated in more than one state and desired to make an operational change that affected the public, it was necessary to file a report with the Interstate Commerce Commission. Complaints against the railroad regarding the service rendered and rates charged were also filed with the Commission. Finance Dockets and Valuation reports can be found in the State Historical Society's public document section.

COUNTY PLATBOOKS: The exact route of the railroad can be traced on the pages of the early platbooks, as they illustrate the line as it crossed thru the various townships within that particular county. Community maps contained in the platbook show the station track layouts as well as the location of the depot, stockyards, warehouses etc.

STATE GAZETEERS: Under the alphabetical village listings in the Gazeteers are found the various types of businesses that were in existence during a given year, as well as the names of the the individuals engaged in that particular occupation. Of interest to railfans are the names of the depot agent, telegraph operator and freight agent. This informational format may vary from state to state.

COUNTY HISTORIES: If you require background history of communities on the line, these are good sources. One must be aware of the fact that contributors had a tendency to exaggerate the virtues of their home community.

U.S. SERIAL SET INDEX: Listed here are the House and Senate hearings pertaining to the railroads. They can be found at the State Historical Society.

RAILFAN PUBLICATIONS: In each issue of these magazines can be found names of individuals who have the same interests as you and I. The classified ad pages are an excellent source for photographs, as there are a number of individuals offering this service.

INFORMATIONAL SOURCES:

STATE HISTORICAL SOCIETIES: The State Historical Society of Wisconsin, located in Madison, is the one that I am most familiar with, but I imagine societies in other states are structured basically the same.

Within the building itself there are four major areas of interest to the researcher, and one should attempt to investigate them all. They are: **LIBRARY** — Of special interest is the Government Document section where the Railroad Commission Reports and Interstate Commerce Commission Reports are housed. Patrons of the SHSW are permitted to check these publications out. **MICROFILM** — This is where the microfilm copies of the newspapers and other documents too fragile to handle are kept. The majority of the state papers are on film as well as selected newspapers from major cities of other states. **ARCHIVES** — Original railroad annual reports to the Railroad Commission, state and county maps, railroad paper memorabilia, drawings and descriptions of all locomotives and cars used on (Wisconsin) railroads from 1910 to 1924, and who knows what else will be found in this section. **ICONOGRAPHIC** — Photographs, glass plate negatives and celluloid negatives are preserved in this area under controlled temperature and humidity conditions. SHSW permits the researcher to look thru the negative as well as the photo files. A print service is available.

Once you familiarize yourself with the Society holdings you can spend weeks in each section.

COUNTY AND LOCAL HISTORICAL SOCIETIES:

Many counties and municipalities have their own area historical society museum and archives and you never know what will be discovered until you investigate. Recently I spent an afternoon sorting thru a collection of thousands of glass plate negatives that had been donated to the Marathon County (Wis) Historical Society. These came from the Northern Photo Company of Wausau, whose photographers traveled thru the midwest taking postcard photographs of small town scenes, especially depots. I have in my collection depot scenes of Dill and Blanchardville which have the distinctive "NPC" bug on the photo.

RAILWAY HISTORICAL SOCIETIES AND MUSEUMS:

These organizations usually have railroad memorabilia and photographs in their archives that is made available to members for research. Try to obtain their membership roster, then write to the members living in the area the line ran thru, telling them about your project. If the members can't assist you directly they probably know of someone who can.

LOCAL LIBRARIES: Occasionally a library will have a photo collection that someone donated. You'll also be able to borrow the newspaper microfilm thru your local library, however, make sure they have a microfilm reader available.

RAILROAD COMPANY ARCHIVES: When I first began my research project this was, without doubt, my biggest disappointment. I was under the false impression that it was only necessary to contact the Illinois Central Gulf Railroad public relations department and they would provide me with all the photographs, data and information necessary to sit down and write a book. Was I wrong! It was difficult for me to believe that the company didn't have any records of their operations in Wisconsin, that is, until I came across this news item that appeared in the October 3, 1902 issue of the Argyle Atlas: "The Illinois Central has called in from all points on its system all the old records and books of a certain age. Every 5 years there is a house cleaning of this kind all over the system. Cars are furnished agents in which to ship this stuff and it is disposed of to the paper mills. From the entire system there will probably be 60 carloads of these old records". That, is sad enough to make a grown person cry. Fortunately for researchers, the C, M, ST. P & P had the opposite philosophy on what to do with their old records, as the archives in Madison must contain a 100 cubic feet of their depot records.

NEWBERRY LIBRARY: The reason for mentioning this particular library is that they have quite an extensive collection of Illinois Central records and a catalog (Mohr) of their holdings is available. Write the library at 60 West Walton St., Chicago, IL 60610.

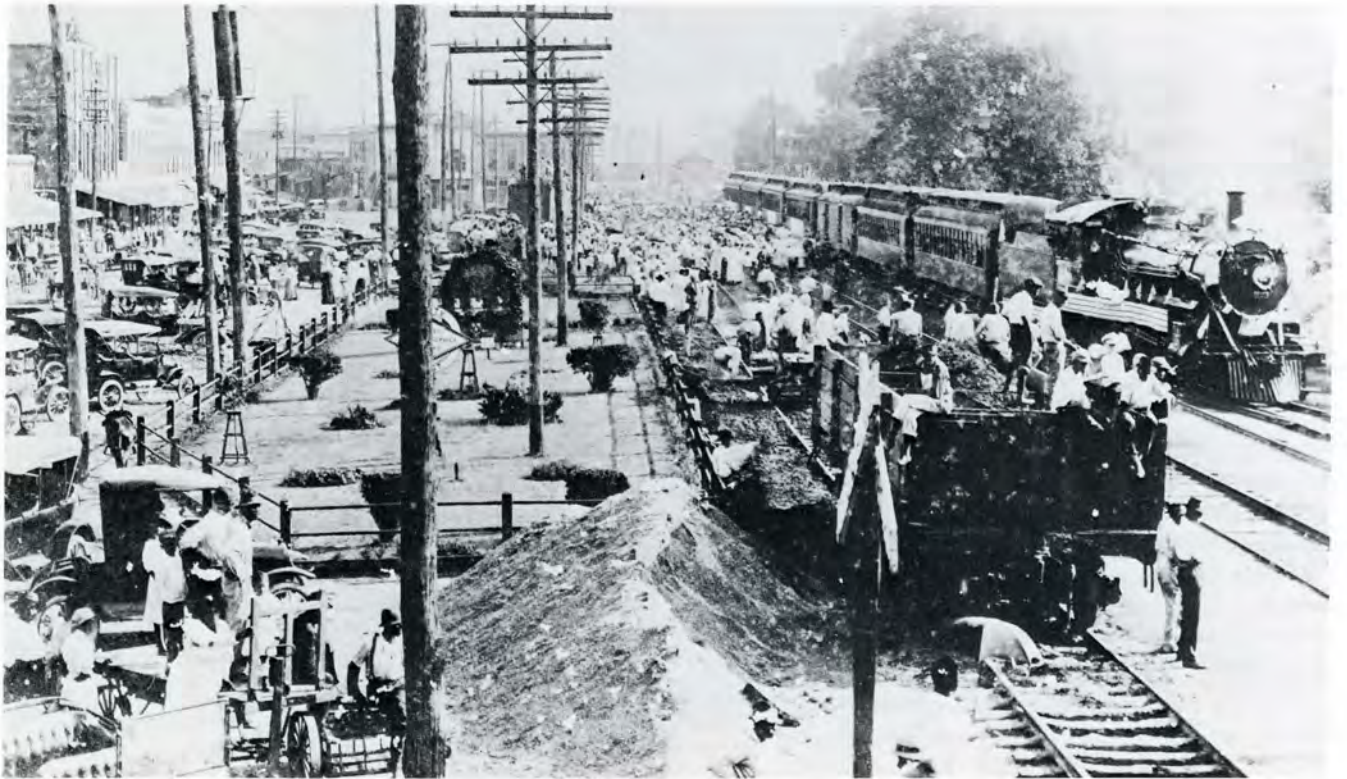
PHOTOGRAPHIC STUDIOS: Inquire at studios in the communities that are, or were, located on the line, about the possibility of any negatives that they might have on file. I found one in Darlington, Wis. that had bought out a turn-of-the-century studio in Argyle, and they had hundreds of original glass plate negatives stored in the attic which I was permitted to search thru. My hours of effort, and dirty clothes, were rewarded with a nice view of the Jonesdale depot.

VILLAGE OR CITY CLERKS: These individuals are in the know about their community and are very cooperative. If you want to find out the name of the local railroad museum curator or who the depot agent was before they shut down operations last year, drop them a line.

The preceding information is not meant to be a complete guide to the sources available to the researcher, but merely those that I've found useful and productive. Above all, don't become discouraged. Just when you feel its the end of the track, a beautiful photo of a Pittsburgh 4-4-0 will surface, or perhaps a photo of the depot at Pickett's Crossing, or maybe a . . .

I would appreciate hearing from anyone who has any comments, or perhaps a source idea that I overlooked. I would "really appreciate" hearing from someone who is interested in the Freeport, Dodgeville and Northern Railroad, and the Illinois Central's Dodgeville section.

Please contact me, Doug Watson, at P.O. Box 127, Scandinavia, WI 54977. Phone 715-467-2379.



PADUCAH SHOP TOUR

The Paducah Shop covers 110 acres, of which 21 acres are under roof. Operations began as a steam locomotive shop in 1927. The shop currently rebuilds and remanufactures locomotives for the Illinois Central Gulf System. It is also the only shop on the ICG equipped to repair and reclaim locomotive components necessary to maintain a fleet of diesel locomotives. All types of diesels are remanufactured at Paducah Shop, General Purpose, Commuter, and Switchers. Rebuilt locomotives have 100 more horsepower than when new. Our tour last August took us through the Machine Shop, Truck and Boiler Shop, and Blacksmith Shop.

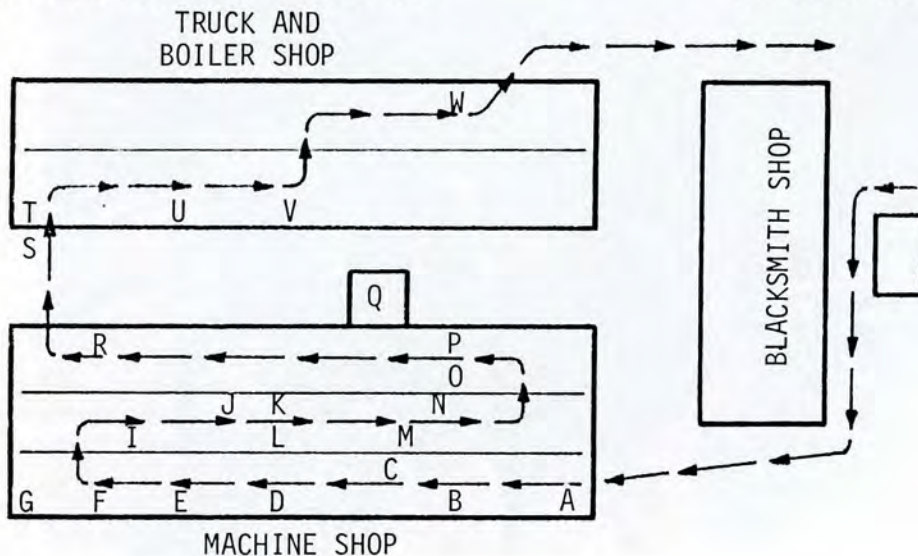
Machine Shop

- A. Air Compressor Rebuild
- B. Sheet Metal Shop
- C. Engine Components Rebuild Stations
- D. General Machine Shop
- E. Control Stand & Isolation Panel Rebuild
- F. Auxiliary Generators: produce 74 VDC
- G. High Voltage Cabinets: Electrical
- H. Traction Motor Rebuild
- I. Main Generator: Traction Motor 600 VDC
- J. Injector Repair Room: Fuel Injectors
- K. Governor Repair Room
- L. Engine Block and Component Machining
- M. Diesel Engine Rebuild
- N. Diesel Engine Power Assembly Line
- O. Engine Tear Down
- P. Locomotive Cab Component Assembly
- Q. Engine Test Room
- R. Locomotive Rebuild Line.



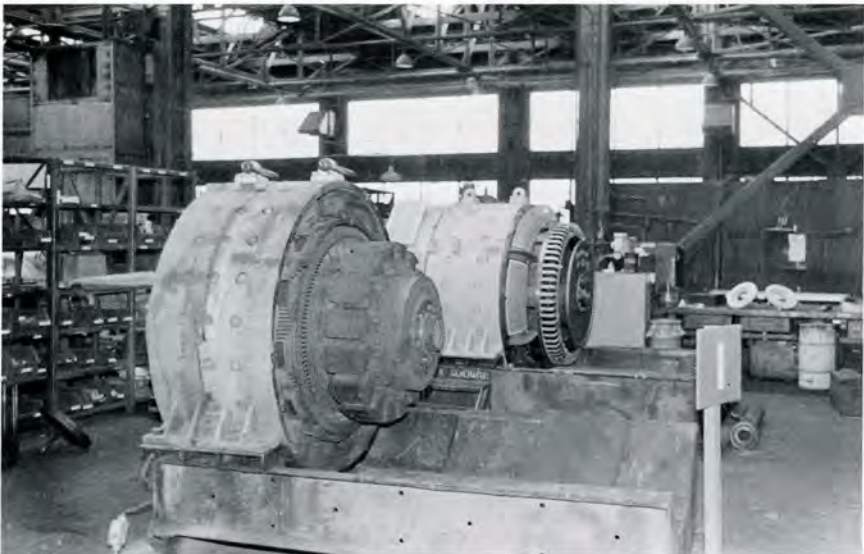
Truck and Boiler Shop

- T. Axle, Wheel and Traction Motor Assembly
- U. Axle, Wheel and Motor Disassembly
- V. Truck Assembly Line
- W. Sheet Metal Fabrication Area





The photos on page 7 are from the collection of Bruce Gurner, of Water Valley, MS. top photo - The Water Valley Shop Force - 1910. Many of these men went out in the 1911 strike and never were reemployed. bottom photo - Battery A Goes Off To World War I. August 1917. Engine 1003 (Atlantic) with engineer Jim Green and Fireman Fred Waldron. The photo is looking north through the heart of town and was taken from the second floor window of the depot.



Paducah Photos This Page top photo - Entrance to the Machine Shop center photo - Main Generator Rebuild Area bottom photo - Diesel Engine Rebuild Area. More Paducah Tour photos are on page 15 - 16.



Following pages - This picture is from the collection of Paul Slager. The Engineer of 2409 picks up speed as he looks back and signals to the station agent. Photo by Paul Slager.

Buy Railway Express

(March, 1929)—Effective March 1 the Railway Express Agency, a new company organized and owned by the railroads, will take over the American Railway Express Company by the purchase of its property and equipment. The railroads decided last year to exercise their right, under their contract, to buy out the company. The new agency was incorporated with 1,000 shares of stock without par value. Stock in the new company was made available to the railroads in proportion to the amount of express business each road handled. The Illinois Central System will hold 29 shares, and the Central of Georgia, which is owned by the Illinois Central, will have six shares.



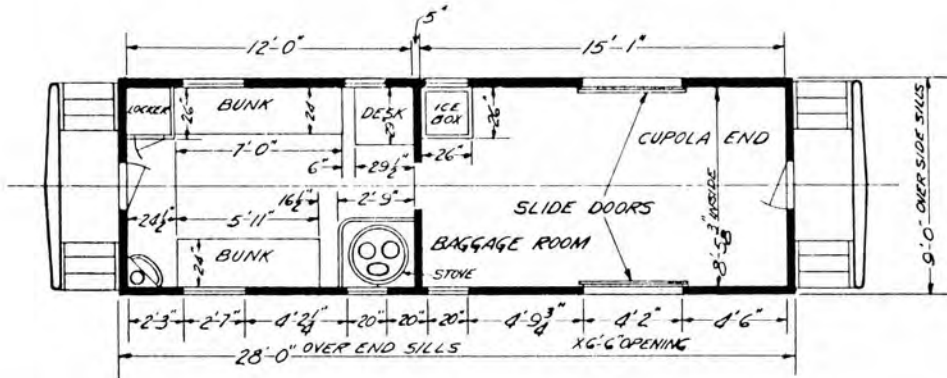


Main Line of
MID-AMERICA

These interesting photos of IC cabooses are from the collection of member Gerald Carson, who has hundreds of IC photos for sale. Does anyone have more information on these cabooses or drawings, etc...? Baggage Cabooses like 9513 shown below were sometimes used at the head end of a local freight to handle LCL (less than carload) freight shipments and for the conductor to work at the front end of a long train doing local switching from the head end. The car diagram shown here is from a caboose similar to 9513.

- 9513 St. Louis Division
- 9650 Banana Messenger
- 9686 Iowa Division
- 9656 Centralia Terminal
- 9687 Illinois Division
- 8089 Iowa Division
- 9301 Iowa Division

| | |
|----------------|--------------|
| YEAR CONVERTED | 1942 |
| CAR NUMBER | 9180 |
| CONVERTED BY | JACKSON TENN |



NOTE:
CONVERTED FROM STANDARD 28' CABOOSE (BUILT 1923)
TO BAGGAGE CABOOSE

28' BAGG. CABOOSE









Paducah Tour continued...

top and bottom photos - Locomotive rebuild line, center photo - Wheel and axle assembly area.

1984 ANNUAL MEETING

While you're in Chicago... Illinois Railway Museum will operate steam trains daily the week of August 5 - 11 as well as on Sunday for our ICHS tour.



The Fox River Trolley Museum in South Elgin right down the road from the convention will be open Saturdays and Sundays in August. Ride one of the oldest electric interurban cars in America and see the interchange with the IC at Coleman.

Museum of Science and Industry, 57th and Lake Shore Drive, Chicago, this summer offers: A Celebration of Railroading...Tours of the Pioneer Zephyr, Model Railroad displays, Railroad movies, and the Railroad photography of O. Winston Link.



Railroad Aids Rescue Work

(February, 1933)—When an explosion killed 54 miners at Moweaqua, Ill., the Illinois Central gave immediate assistance. Our wrecking outfit, consisting of a diner and three coaches plus sleeping cars, was sent to Moweaqua for the use of rescue squads.

For five days, food for hundreds of people was prepared by Jacob Krehl, machinist helper of Clinton, who usually acts as cook on the wrecking outfit. Farmers furnished large amounts of food and the Creamery Company of Moweaqua furnished milk products. Thousands of sandwiches and many pots of coffee went into the mines to sustain the workers digging to rescue the men who were trapped.

The Red Cross expressed its thanks to Superintendent J. W. Kern and his staff for their help during the trying times.



Paducah Tour continued...

top photo - The Blacksmith Shop, center photo - some members take a close look at wheel and axle assemblies, bottom photo - The final product.



Teletype Communication 'First'

(April, 1947) — Teletype communication between the headquarters of the Illinois Central in Chicago and outlying traffic offices as distant as Toronto, Canada, Boston, Mass., and Minneapolis, Minn., took place for the first time last month.

De Luxe Florida Train

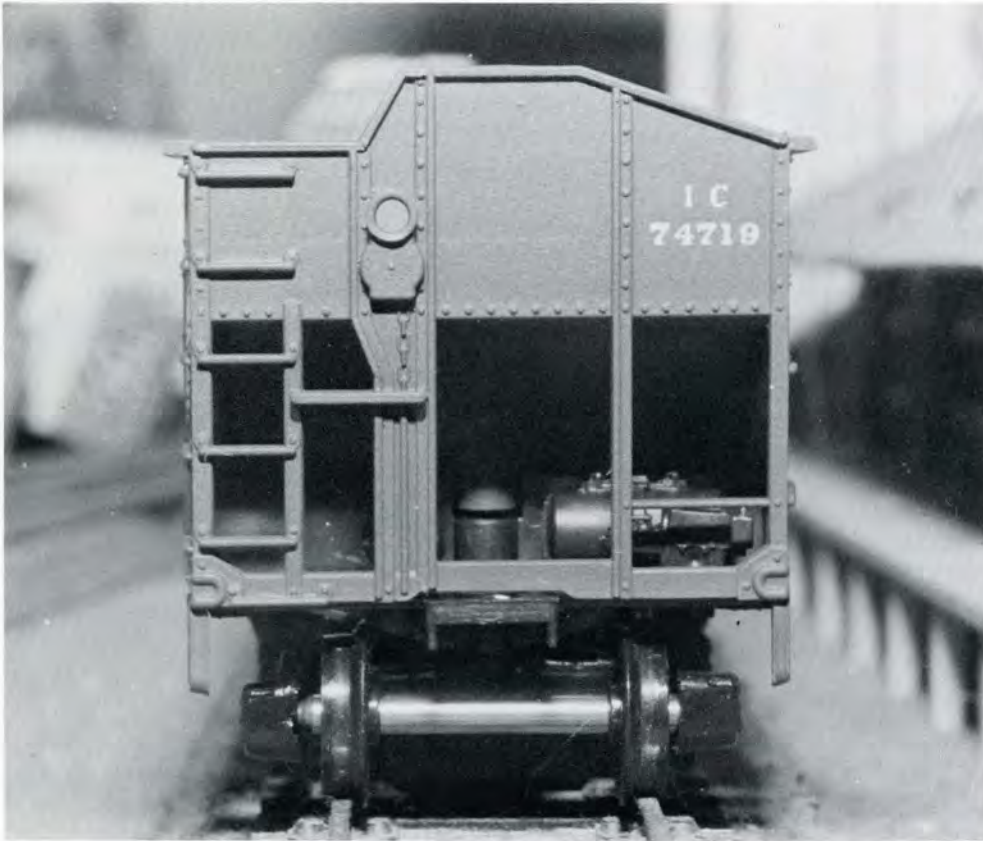
(January, 1924)—The Floridian, the through *de luxe* train of the Illinois Central System between Chicago, St. Louis and Miami, Fla., and also the first through train between Miami and the Middle West, arrived at destination five minutes ahead of schedule after its initial trip of 1,499 miles, which was started at Chicago 11:40 a. m., December 2, 1923. Thousands of persons were at the stations at various points along the line to see the new crack train as it sped on its way to the South. Even at stations where the train was not scheduled to stop, many persons were on hand to wave a hearty greeting. [Editor's note: the Floridian was the original City of Miami.]



Edgewood Cutoff Started

(December, 1924)—Right-of-way has been obtained and contracts awarded for the construction of the Southern Illinois & Kentucky Railroad, a new line 124 miles in length extending from Edgewood, Ill., south to Metropolis, Ill., and also for a 42-mile extension of this line to be built by the Chicago, St. Louis & New Orleans Railroad from Metropolis south to a connection with the present main line at Fulton, Ky. The entire project, which when completed will be operated by the Illinois Central, is known as the Edgewood Cutoff. It has its northern terminus at Edgewood, Ill., 213 miles south of Chicago, at which point it connects with the present main line. Completion of this railroad will provide a complete new line with light grades and curvature from Edgewood to Fulton. The Ohio River is crossed at Metropolis on the bridge recently constructed by the Chicago, Burlington & Quincy Railroad, and in which the Illinois Central owns one-third interest. Construction of the Edgewood Cutoff is expected to take two years.

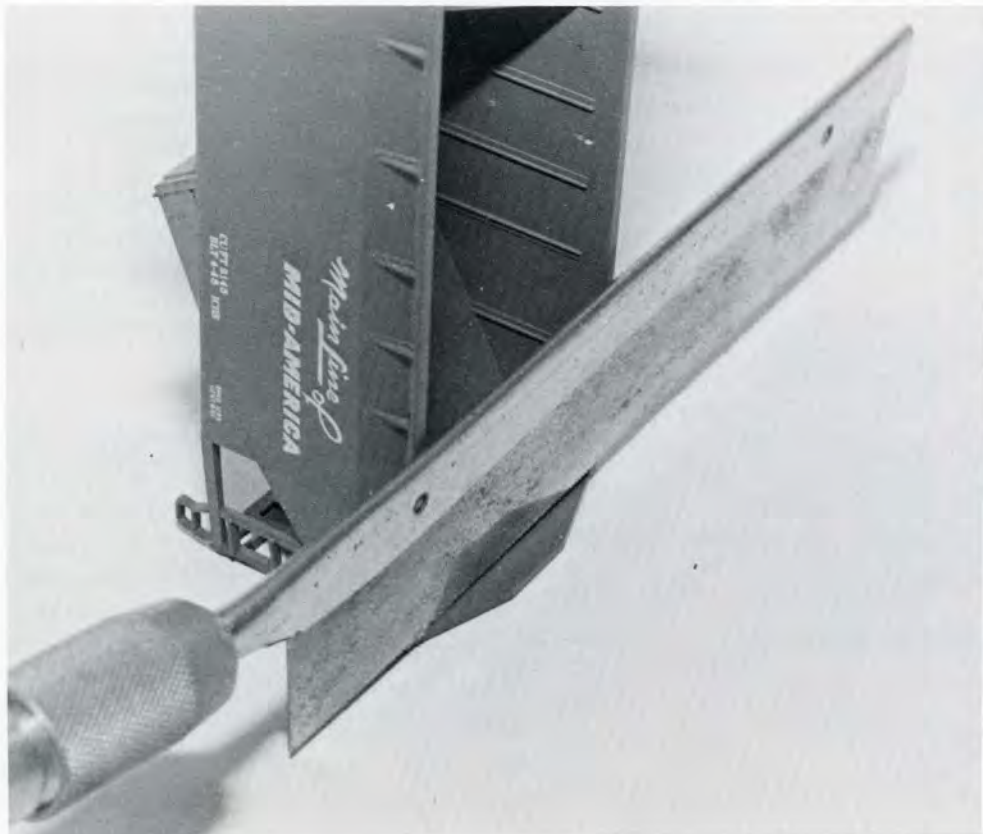
FLAT ENDS FOR YOUR I.C. HOPPER CAR



Yes your I.C. hopper cars should have flat end panels not the peaked ones on our special run car. The top photo shows the car with the peaked ends. Here are the two easy ways to fix your car. First take a razor saw and cut off the peaked ends flush with the car sides as shown in the bottom photo. The easiest way to finish the car is to just paint the edge you just cut with Floquil boxcar red paint and you are done.

If you are a purist you may want to go one step further and file down the cut just enough to glue in a scale 2"x6" piece of styrene laid flat. Use Evergreen #8206 or cut your own. Then paint the repair boxcar red and you are done.

Now if you want to change the lettering or number on an I.C. hopper car...turn to the back cover...First, get yourself a ladder...



Expand Piggyback Service

(December, 1956)—On the fifteenth of December the Illinois Central expanded its piggyback service to include East St. Louis and St. Louis, as well as Chicago, Memphis and New Orleans.

Install Ribbon Rail

(October, 1957)—An additional 26 miles of continuous, welded rail was installed at three locations on the northward main track of the Illinois Division between Effingham and Gilman, Ill. The new rail lengths were 1,440 feet long as against the standard 39-foot lengths.

Freight House Burns, Freight Moves

May, (1957)—When fire completely destroyed the offices and part of the outbound freight house of the Illinois Central's South Water Street Station at Chicago, the railroad snapped back into operation minutes after the fire was extinguished. The South Water Street forces shipped out 70 cars of less-carload traffic the following day!

ILLINOIS CENTRAL HISTORICAL SOCIETY

GREEN DIAMOND BACK ISSUES

\$2.25 EACH

FIRST ANNUAL PATCH CONTEST

Don't forget that we're having our first Patch Design Contest this year. A prize will be awarded for the winning patch, and possibly for second and third places. The winning patch will be manufactured before this years annual meeting and used on caps and jackets. Guidelines for preparing your entry are as follows:

- A. Subject must relate to the Illinois Central Railroad.
- B. I.C. colors should be used; white, black, red, green, orange, burnt orange, rust brown, and gold or yellow.
- C. Any shape patch is acceptable, it must have a border, and must be within 3" high by 6" wide when finished. Your rough sketch can be larger, but must be suitable to be contained within 3"x6"
- D. Take into consideration the use of the patch on caps and jackets.
- E. Entries must be mailed in before May 15th, 1984, to allow time for judging, preparation of art work, ordering and manufacturing before the 1984 annual meeting.
- F. Mail Entries to:

Dave Fraser Jr.
205 Sundown Trail
Jackson, MS 39212

I.C.H.S. ITEMS FOR SALE

| | | | |
|------------------------------|--|------------|---|
| ILLINOIS CENTRAL T-SHIRT | | \$5.00 ea. | |
| BELT BUCKLES | | | |
| STYLE 3E EPOXY I.C.H.S. | | \$9.95 | " |
| STYLE B | | \$6.00 | " |
| STYLE D | | \$6.00 | " |
| PAPER WEIGHT MARBLE I.C.H.S. | | \$5.00 | " |
| PEN DESK SET I.C.H.S. | | \$7.95 | " |
| WATCH FOB I.C.H.S. | | \$3.00 | " |
| PATCHES I.C.H.S. | | \$1.00 | " |
| MENS CAPS-GR/WH I.C.H.S. | | \$5.00 | " |

ADD \$1.50 PER ORDER FOR POSTAGE & HANDLING

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